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TOPICS OF THE DAY



PRESIDENT WILSON'S TRUST PROGRAM

THE SURPRISE of President Wilson's trust message was its cordial reception by the organs and spokesmen of "big business." Here was the stage set for the beginning of a great conflict, and the whole nation breathless with expectation. In the trust issue the Administration was about to meet its most searching test, the President was face to face with his Goliath; and the public very generally shared the belief of Representative John M. Nelson that "the eight hundred or more trusts that now dominate the industries of the country . . . will put up a fight that will try men's souls." Yet when the message is delivered we find bankers, railroad presidents, captains of industry, and even the *New York Sun* joining in the chorus of approval that greets its program for the further correction and prevention of corporation abuses—a program, it has been pointed out, which goes even farther than the antitrust promises of the Democratic platform. And while "big business" praised, stock values sprang to higher levels.

What is the meaning of this strange development? the editors are asking. Has the President surrendered to the trusts, or have the trusts surrendered to the President? How, one paper asks, can a trust program satisfactory to and indorsed by William Jennings Bryan awaken enthusiasm in the *New York Sun*? Yet *The Sun* agrees with the President that the Government and business will meet one another henceforth in a new atmosphere, an "atmosphere of accommodation and mutual understanding"; and it declares confidently that this change of atmosphere "means everything at this time to the prosperity of the United States." In short, *The Sun* rejoices to find in both the tone and the substance of the message "ground for regarding it as epochal."

Correspondents in New York, Boston, Chicago, and St. Louis quote leading business men of these cities as praising the spirit of fairness that informs the President's words. "It is quite evident," says Henry Clews, the New York banker, "that there is a disposition on the part of the great business interests of the country to meet the President in a fair and square method of adjusting their business transactions." William C. Van Antwerp, Governor of the New York Stock Exchange, calls the message "constructive statesmanship and, likewise, constructive morality," and adds: "If I had a son just entering upon a business career under these new standards I should be happy." The message "will have a very substantial and healthy effect," ac-

cording to Thomas B. Fitzpatrick, president of Brown, Durrell & Co. of Boston. "It is a fair interpretation of present public thought," says Breckenridge Jones, president of the Mississippi Valley Trust Company of St. Louis, while a Chicago correspondent quotes John G. Shedd, president of Marshall Field & Co., as declaring that "it would be difficult for any fair-minded man to find fault with the message." Speaking of the confidence felt by Western business men in the President, he goes on to say:

"'Big business' men—and when I say this I am speaking particularly of what I see in the West—have a great deal of confidence in President Wilson, and because of this confidence they believe whatever he ultimately works out will be just and right, and while such legislation may not be in every respect in accord with their views, they would appreciate the fact that legislation is but an indication of the present sentiment of the public, and would in every way endeavor to meet it and, in fact, join in making such legislation a success."

"There was nothing in the President's suggestions that need alarm any business man or any business interest in the United States," declares Senator Gallinger of New Hampshire, Republican leader in the Senate. "I agree with him as to the necessity of legislation on all the points he suggests," says Senator Lodge, another conservative Republican. And Representative Mann, minority leader of the House, also promised his aid in passing the bills embodying the President's suggestions. This surprising unanimity of approval in conservative quarters is explained by George W. Wickersham—whose expert criticism of the proposed measures we quote later—on the theory that the urbane wording of the message amounted to "a species of intellectual chloroform calculated to lull the critical faculties into more or less insensibility to the really radical and far-reaching suggestions embodied" in it. *The Wall Street Journal* also warns the business world against underestimating "the tremendous force of his peaceful words." It adds:

"Mr. Wilson enjoys the confidence of the country in a degree to which Congress can not pretend. Can he, with all his statesmanship, maintain that balance of power which the Constitution implies? Or will he find himself the lonely defender of legitimate business against a Congress anxious to make capital for the elections in November?"

"The President proposes an extremely radical program,"

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remarks the *Progressive Baltimore News*. His recommendations are radical, agrees the *New York World* (Dem.), but their radicalism "is the radicalism of sanity and justice"—a radicalism "that registers the deliberate, well-considered sentiments of the American people." This message, continues *The World*, is "the final answer to the late J. Pierpont Morgan's cynical remark that 'you can't unscramble eggs.'" It is easy to im-



"NOW DON'T BE AFRAID O' YER UNCLE SAMMY!"

—Harding in the *Brooklyn Eagle*.

agine a President saying the same things that Mr. Wilson says, but saying them differently, and producing panic in the business world, remarks the *Albany Knickerbocker Press* (Ind.). "Come over to our side and we won't fight against you," sums up, according to the *Philadelphia Public Ledger* (Ind.), the President's message to the trusts. Nevertheless, adds the same paper, his attitude "is sufficiently conciliatory to inspire business with the hope that at last it will be allowed to move forward with confidence." His handling of the problem, thinks the *New York Herald* (Ind.), once more exemplifies the efficacy of "the iron hand in the velvet glove." Alluding to the President's declaration that "the Government and business men are ready to meet each other half-way in a common effort to square business methods with both public opinion and the law," the *New York Journal of Commerce* (Com.) remarks that "it is a somewhat paradoxical situation in appearance, because the Government proposes to take its own ground and adhere to it, while business is expected to come to it." The "interests" have surrendered to the will of the people as interpreted by the President, thinks the *Springfield Republican* (Ind.); after contemplating with something of amazement the cordial reception accorded the message by "big business."

The strength of the President's position, remarks the *Cleveland Plain Dealer* (Dem.), lies in the fact that he recommends nothing "for which the public conscience was not already prepared"—a point touched upon by the President himself when he says in his message:

"Public opinion seems to be clearing about us with singular rapidity. . . . It seems to be coming to a clear and all but universal agreement in anticipation of our action, as if by way of preparation, making the way easier to see and easier to set out upon with confidence and without confusion of counsel."

Glancing back at the influences that have helped to bring about this clarification of public opinion, the *Boston Transcript* (Rep.) reminds us that—

"Unless President Roosevelt had quickened the conscience of

the country to the abuses in the business world, his successor in the White House could not have commanded support for his Attorney-General, Mr. Wickersham, in the rigid enforcement of the Sherman Antitrust Law as it is written. Without the lesson of obedience to the law taught the great corporations of the country by the Taft Administration, President Wilson could not to-day count upon that cooperation from the captains of industry which he hails heartily and which enables him to begin the writing of the additional articles of the 'constitution of peace, that is, honor and freedom and prosperity.'"

"The antagonism between business and government is over," the President assures Congress, because now "the best-informed men of the business world condemn the methods and processes and consequences of monopoly, as we condemn them." It will therefore be possible to effect the necessary changes with comparatively little disturbance of business—"nothing torn up by the roots, no parts rent asunder which can be left in whole-some combination." Further:

"It will be understood that our object is not to unsettle business or anywhere seriously to break its established courses athwart. On the contrary, we desire the laws we are now about to pass to be the bulwarks and safeguards of industry against the forces that have disturbed it. What we have to do can be done in a new spirit, in thoughtful moderation, without revolution of any untoward kind."

His program, says President Wilson, is founded on the conviction that "private monopoly is indefensible and intolerable," and its chief items, embodying "changes which opinion deliberately sanctions and for which business waits," are:

1. Prohibition of interlocking directorates.
2. Authority to the Interstate Commerce Commission to regulate railroad finance.
3. Further and more explicit legislative definition of the policy and meaning of the existing Antitrust Law.
4. Creation of an Interstate Trade Commission.
5. Provision of penalties for individuals responsible for the illegal practises of corporations.
6. Prohibition of holding companies; also a suggestion that



"STIMULATING" BUSINESS!

Or is it another poisoned-needle outrage?

—Gage in the *Philadelphia Press*.

the voting power of persons holding shares in numerous corporations might be restricted.

7. Giving private individuals the right to found suits for redress on facts proved in Government suits, and providing that the statute of limitations should run only from the date of the conclusion of the Government's action.

Concerning the desirability of prohibiting "such interlockings

of the personnel of great corporations as in effect result in making those who borrow and those who lend practically one and the same, those who sell and those who buy but the same persons trading with one another under different names and in different combinations, and those who affect to compete, in fact, partners and masters of some whole field of business," he says:

"Such a prohibition will work much more than a mere negative good by correcting the serious evils which have arisen, because,



THE KNIFE-JUGGLER.

—Darling in the Des Moines Register and Leader.

for example, the men who have been the directing spirits of the great investment banks have usurped the place which belongs to independent industrial management working in its own behalf. It will bring new men, new energies, a new spirit of initiative, a new blood into the management of our great business enterprises. It will open the field of industrial development and origination to scores of men who have been obliged to serve when their abilities entitled them to direct. It will immensely hearten the young men coming on and will greatly enrich the business activities of the whole country."

Of the need of supplementary legislation more explicitly defining the prohibitions of the Sherman Law, the President says:

"Nothing hampers business like uncertainty. Nothing daunts or discourages it like the necessity to take chances, to run the risk of falling under the condemnation of the law before it can make sure just what the law is. Surely we are sufficiently familiar with the actual processes and methods of monopoly and of the many hurtful restraints of trade to make definition possible—at any rate, up to the limits of what experience has disclosed. These practises, being now abundantly disclosed, can be explicitly and item by item forbidden by statute in such terms as will practically eliminate uncertainty, the law itself and the penalty being made equally plain."

Recommending an interstate trade commission for the "advice, guidance, and information" of business, he says:

"The opinion of the country would instantly approve of such a commission. It would not wish to see it empowered to make terms with monopoly or in any sort to assume control of business, as if the Government made itself responsible. It demands such a commission only as an indispensable instrument of information and publicity, as a clearing-house for the facts by which both the public mind and the managers of great business undertakings should be guided and as an instrumentality for doing justice to business where the processes of the courts or the natural forces of correction outside the courts are inadequate to adjust the remedy to the wrong in a way that will meet all the equities and circumstances of the case.

"Producing industries, for example, which have passed the point up to which combination may be consistent with the

public interest and the freedom of trade can not always be dissected into their component units as readily as railroad companies or similar organizations can be. Their dissolution by ordinary legal process may oftentimes involve financial consequences likely to overwhelm the security market and bring upon it breakdown and confusion. There ought to be an administrative commission capable of directing and shaping such corrective processes, not only in aid of the courts, but also by independent suggestion, if necessary."

Turning to the critics of President Wilson's trust program, we find George W. Perkins, National Progressive Chairman, characterizing it as "very disappointing," while Representative Murdock, Progressive leader in the House, pronounces it "inadequate," and predicts that "like all inadequate plans it will render the situation more acute." The President's message also "fails to persuade" the *New York Tribune* (Rep.) "that such legislation is wholly necessary or wise," and in the *New York American* (Ind.) we read:

"For the trusts Mr. Wilson has no remedy. He presents no new idea. He merely holds out the olive branch to them. The only regulation he proposes is a bureau of information without power to do anything."

But perhaps the most interesting indictment is that brought by George W. Wickersham, who as Attorney-General under the Taft Administration directed the enforcement of the Sherman Law against dozens of great corporations, including the Standard Oil Company and the Tobacco Trust. Mr. Wickersham brands the President's proposals as in some cases needless and in others impossible. He says that the program clashes with the Democratic doctrine of States' Rights, and that the more explicit definition of offenses under the Sherman Law is futile. On the latter point he says, as quoted in the *New York Sun*:

"The suggestion is based upon a misconception of the law. The thing prohibited is the restraint of interstate commerce and the effort to monopolize. The attempt to enumerate the methods by which trade may be unlawfully restrained or monopolized attempted would be like an attempt to define fraud. . . . The suggestion that the various practises by which hurtful restraints of trade and monopoly of commerce are sought to be



ENOUGH IS A PLenty.

—Sykes in the Philadelphia Public Ledger.

accomplished can be 'explicitly and item by item forbidden by statute in such terms as will practically eliminate uncertainty,' is but a delusion and can only lead to introducing into the law, now reasonably clear and certain, elements of uncertainty which will compel a new process of judicial interpretation and lead to a new era of worse uncertainty than anything which went before it."

"SOMEWHAT SAFER AT SEA"

THE NEW AGREEMENT reached by the London International Conference on Safety at Sea pleases our editors because—to quote typical newspaper utterances—it will make ocean travel "somewhat safer," because it illustrates "the present tendency of the nations to work together for the common good," and because the adoption of certain important provisions "may be looked upon as a victory for the American delegates to the convention." The American proposals that ships must have life-boats to carry all on board, and that there should be two certified seamen for each boat were rejected. However, notes the *New York Commercial*:

"The proposal that one-third of the launching equipment should be rafts and two-thirds boats was adopted. The delegates secured an agreement that vessels must proceed at reduced speed in fog or dangerous waters, and that a vessel before sailing must obtain a certificate on the wharf that she is properly supplied with life-saving devices.

"The requirement that liners must be constructed with both side and cross water-tight compartments resulted from the suggestion of Admiral Capps. American control of the wireless was conceded, and the United States will furnish a fog- and ice-patrol at a cost of \$100,000 annually, which will be met by the signatory Governments.

"Hence it will be seen that the United States has assumed a considerable portion of the responsibility for the work of preventing a disaster due to collision with ice or other vessels in the fog."

The London agreement is signed by representatives of the fourteen countries concerned—the United States, Great Britain, Canada, Australia, New Zealand, Germany, France, Italy, Spain, Sweden, Norway, Holland, Belgium, and Denmark. It must be approved by the Governments of these countries by December 14, 1914, and, if approved, will go into effect July 1, 1915. The full official text is not to be published until February 15, but in his closing speech Lord Mersey, president of the conference, referred to all the points upon which agreement was reached, and his address has been printed at considerable length in our press. Its chief features, notes the *New York Journal of Commerce*:

"relate to a patrol for ice observation and report and the destruction of derelicts in the North Atlantic, under charge of the United States; adequate division of vessels into water-tight compartments, and bulkheads to prevent the spread of fire; means of escape from water-tight compartments; a survey of existing and newly built vessels, with proper record; equipment with life-boats and equivalent means of escape for all passengers, and sufficient crews to man them; wireless apparatus with a range of at least 100 miles for vessels carrying fifty passengers or less, with higher requirements for large, high-speed steamships; provision for fire-drill, and adequate lighting; prohibition or restriction of dangerous cargoes; an improved code of signaling, etc. There is an opportunity for other nations than the present signatories to join in the convention."

Referring to the Seamen's Bill, upon which the House of Representatives has delayed action until after the close of the London Congress, *The Journal of Commerce* remarks that "any new regulation which may in the meantime be adopted by the United States should accord with these requirements, and at the same time not put American vessels at a disadvantage."

Admitting the compliment paid by the European Powers to the United States in making our Government officials "the expert arbiters and judges on the whole subject of the wireless equipment and operation of their ocean-going ships," the *Chicago Inter Ocean* feels bound to add:

"But it is a compliment to our knowledge, skill, and disinterestedness which, while pleasing, leaves a rather bitter after-taste in the mouths of Americans who stop to think just why this exceptional authority has been conceded to their Government.

"The truth is that we are recognized as the most disinterested nation on this point of control over the shipping of all nations . . . chiefly because we have no ocean-going ships to speak of our-

selves. We are disinterested because we are such small competitors in the business!"

To further reduce our national pride, a nameless London authority is quoted by the *New York World* as saying that Great Britain, France, and Germany settled all the main recommendations of the agreement in informal conferences held last summer. "The United States may have dotted the 'i's' and crossed the 't's' of these recommendations during the recent conferences, but that's all."

The only serious criticism of the conference's work that we have found appears in an interview given by Mr. J. Havelock Wilson, president of the British National Seamen and Firemen's Union, to a *New York World* representative. He said:

"The conference certainly has taken a backward step in recommending that life-boat men should be composed of those from any department. We contend that there should be two qualified able seamen in every boat, one to manage the steering oar and the other in the bow to disconnect the boat when it is lowered and manage the sea-anchor.

"I disagree entirely with the recommendation that wireless be on ships carrying over fifty passengers. We say every foreign-going ship should have the wireless. The fire-drill is a very necessary recommendation, and also the steps to be taken for the prevention of fire. I like also the recommendation for an ice-patrol."

JOBLESS ARMIES

REPORTS from many of our cities tell of an uncommonly large number of men out of work, and of unusual efforts to provide for them. Chicago and New York complain that they are forced to take care of thousands of unemployed from smaller places. Municipal lodging-houses and temporary shelters in these cities were filled to overflowing during the recent severe weather, and the bread-lines were long. A thousand homeless men in St. Louis were said to have been given peremptory notice to leave the city unless they found jobs by a certain date. At such a policy, however, the *St. Louis Post-Dispatch* is indignant: "Work should be found for those willing to work." It is "unintelligent and inhuman" to drive such men from town to town. Some cities, notes the *St. Louis* paper, have solved the problem in whole or in part by providing work on streets, roads, or parks. Kansas City, for instance, "gives work to men who need it at the municipal farm," while San Francisco is putting many men at work building roads. San Francisco, it would seem, in common with other Pacific Coast cities, is finding the problem particularly troublesome. This, comments the *Colorado Springs Gazette*, is largely because "of certain temperamental peculiarities displayed by the uninvited guests":

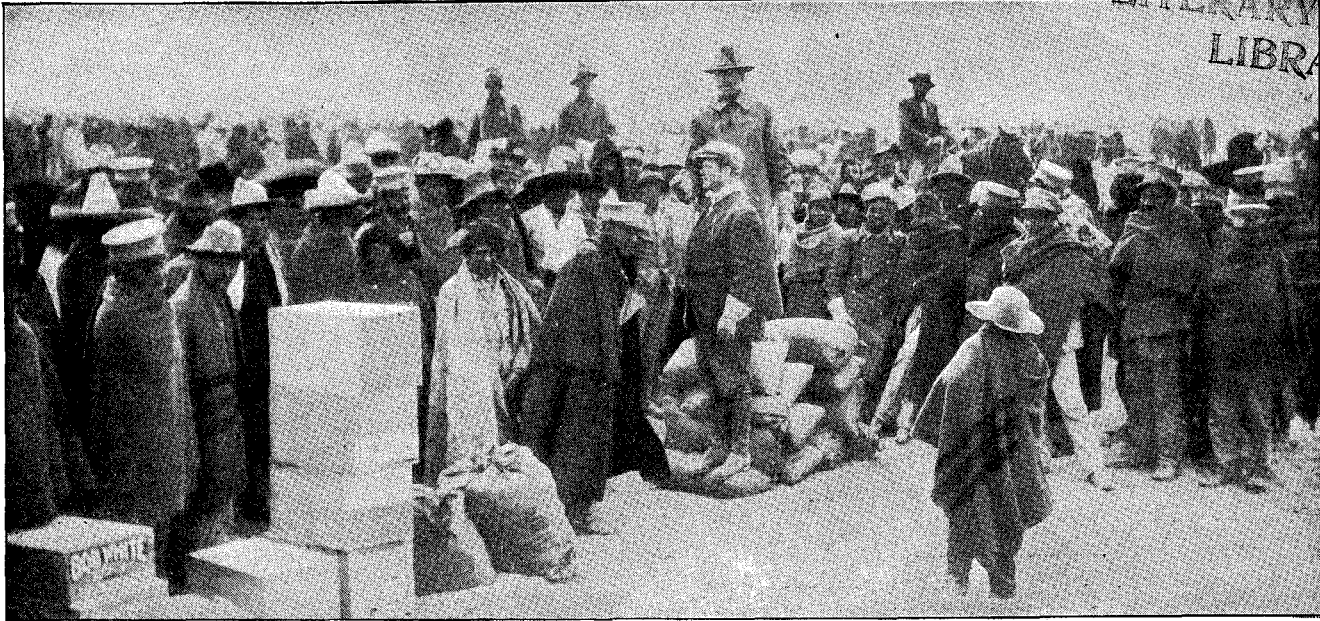
"These peculiarities are chiefly an extraordinary spirit of pride and independence which lead the unemployed to refuse work when it is offered them, to complain of the quality of food given them at the soup-houses—in short, to demand all the comforts of home at public expense even tho they are being fed and cared for as objects of charity.

"At Portland 500 men who had been receiving shelter at the expense of the city were offered work. Only fifty applied, and of these but twelve appeared at the place where work was furnished. Seven of the twelve quit during the first hour. In other words, five of the unemployed, or 1 per cent. of the total number receiving shelter, remained at work long enough to earn \$1.50.

"At San Francisco the number of the unemployed is estimated at 15,000, but only 800 of them, or less than 6 per cent., appeared for work when they were given a chance to wield pick and shovel."

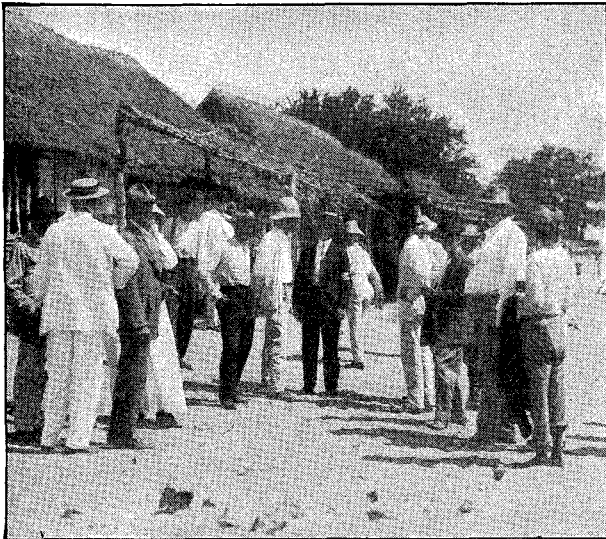
The San Francisco problem has engaged the attention of city, county, and State authorities and even brought in the help of the Federal Government. Citizens of the city by the Golden Gate saw a parade of several thousand unemployed. According to one dispatch it was composed of the usual "horde of hoboos, drifters, idle farm- and mine-hands, who always spend the

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AMERICAN REFUGEES READY TO DEPART FROM MEXICO BY LAND AND BY SEA.

MOVING OUT OF MEXICO.

winter in California," augmented by hundreds attracted by the work on the Panama Fair. Factions developed among the jobless, who bickered and battled among themselves, and with citizens and the police. One faction, says a San Francisco dispatch to the *Portland Oregonian*, "has boycotted the municipal dining-room and refused to work for 20 cents an hour, the rates offered by the citizens' relief committee." This faction, it appears, "demands \$3 for eight hours' work." The relief committee of 100 registered the names of over 7,000 men desiring work, and, according to the *Philadelphia Public Ledger's* San Francisco correspondent,

"has canvassed the employers not only of San Francisco but of the interior. It announces that it will shortly be prepared to provide work for a large part of the 'army' in the farming districts. But even this prospect is not pleasing to the idle hundreds. Most of them want to stay in San Francisco through the winter, content to pick up odd jobs here and there to keep them in tobacco and 'steam beer.' A few who are honestly willing to work eagerly and thankfully went into the interior to help out the ranchers."

The scenes in San Francisco were repeated on a smaller scale

in other coast cities, we learn from the dispatches, and "armies" of unemployed are reported as marching from place to place. Governor West, of Oregon, spent \$25 to buy breakfast for one army in Salem, Oregon, and secured jobs for many of the men in State institutions.

One serious complication in San Francisco, says the *Colorado Springs Gazette*, is due to the fact that—

"That pestiferous organization, the I. W. W., has appeared on the scene and attempted to 'organize' the unemployed, and its leaders are actually urging thousands of men who presumably must either eat at the soup-houses or go hungry to refuse the food unless the authorities first permit the I. W. W. to place its stamp of approval on the cooks and waiters.

"There is only one explanation of this condition, and that is, that of the thousands in the coast cities who are classed as unemployed very few are really deserving of help. The able-bodied man who professes to be down and out, and who yet will not work when given a chance, and who refuses to eat the food offered him because it was not prepared by I. W. W. cooks, ought to be permitted to enjoy his inalienable right to go hungry without the interference of charitably disposed citizens."

No statements from the I. W. W. or the jobless army are at

hand, so their version can not be given here, but the *Springfield Republican*, in the course of a brief but suggestive editorial on the San Francisco troubles, ventures to express a doubt that "scientific efficiency in the treatment of the unemployed" has "said quite its last word in the municipal stone-pile." As *The Republican* observes:

"It is easy to conclude that the unemployed are a worthless lot of loafers, but this is not so; they are of all sorts. In the treatment of criminals we are beginning to differentiate with a view to reclaiming those who can be reclaimed; might not a little of the same careful inspection and testing be given to men whose only offense is to be out of a job? One might almost fancy that the aim of the authorities was to make work so repulsive as to drive away as many as possible of the men seeking it. In factories efficiency experts have learned that men must be as carefully selected for the coarse heavy work as for finer employment; even in a penitentiary convicts of delicate physique are set to the lighter tasks. But it seems to be assumed that unemployment automatically gives the strength, knack, and endurance needed for hard manual labor, or else that only common laborers can be out of work."

A ONE-DAY RAILROAD STRIKE

IN THE SUSQUEHANNA VALLEY on a foggy morning in June a freight-car on a Delaware & Hudson train jumps the rails and bumps along over the ties for three miles and a half before the trouble is discovered. The conductor and engineer are discharged for failing to notice it earlier, the labor-unions demand their reinstatement, and in direct consequence, some seven months later—last week, Monday, to be precise—not a wheel moves on the Delaware & Hudson's lines in New York and Pennsylvania till the company reinstates the two employees. Since this strike lasted but sixteen hours and only occasioned some temporary annoyance to Albany commuters and other patrons of the road, we must find the explanation of its importance in the eyes of Eastern newspapers in the fact that they seize upon it as a typical "collision between the discipline of the railway upon its workers and the discipline of the union upon the railway." Many editors having this conception of the affair deplore the railroad's action in so promptly acceding to the strikers' demands. Others are not so sure of their ground. The New York *Evening Post* feels certain that "if the issue of discipline is ever squarely presented in such a way as to convince the public that the railroads are standing out for the right to make travel as safe as possible, there can be no doubt to which side sympathy will incline." If the Delaware & Hudson Company had, as it said, "discharged two men, and refused to take them back, purely in the interest of discipline necessary to public safety," then, in *The Evening Post's* opinion, "it had a good case, and should have been willing to fight it out. But its sudden surrender will make people think that it was not sure of the facts." According to the railroad officials, Engineer Lynch and Conductor Slade were dismissed because they had "failed in their duty," by running a train three and a half miles with a car off the rails; and, in view of previous flaws in their records, "they could not be reinstated without injury to the service and without exposing the public to possible danger." According to the union leaders, the discharged men could not have avoided the particular accident for which they were discharged, and the acquiescence of the unions "would have established a precedent for 'biased and unfair railroad officials' to dismiss for trivial offenses men to whom they had taken a dislike." But whichever was right, declares the New York *World*, the quick settlement of the strike only goes "to prove its needlessness and leave the road's management in as reprehensible a position as that in which the unions are placed by a hair-trigger strike with such serious consequences to the public had it been prolonged." As *The World* continues:

"There can be no safety on the rail if delinquents are to find

sure refuge in the vote of a union. But there can be no safety to the public in the continuous performance of an essential railway service if railway managements are to inflict punishments which are arbitrary and beyond all fitness to the offense."

Most of the editors fail to see how, under the circumstances, the Delaware & Hudson Company could have done otherwise than yield to the strikers. As Mr. G. W. W. Hanger, of the Federal Board of Mediation and Conciliation, puts it, "the strike was complete, and the company had no alternative." The officials of the company had called in Mr. Hanger to intervene. The strike leaders refused to arbitrate. And in accordance with Mr. Hanger's suggestion, the company yielded. As an Albany dispatch to the New York *Daily People* notes, a serious situation confronted the railway officials:

"If the company had not given in, it would have had to fight the strike to a finish."

"The direct reason for the quick settlement on the men's terms was Hanger's insistence that there was nothing else for the company to do, unless it wanted to go into a prolonged fight which would break up business on its own road, and probably on neighboring roads."

The Delaware & Hudson Company, as the New York *Journal of Commerce* envisages the situation, "was subjected to a hold-up as complete as that of a train of which armed brigands have taken possession." The public should realize what this means, continues the New York daily:

"The barbarism of this kind of conduct on the part of a great combination of labor-unions does not seem to be generally appreciated. It puts the railroad system of the country and all that depends upon its orderly and continuous operation at the mercy of an organization of men which recognizes no responsibility to law or public authority and exhibits no sense of duty to the employers of its members or to the public. The possible consequences of the exercise of such a power are appalling. There is no combination of corporate capital to be compared with it in capacity for injury to the public. Yet such combinations are either forbidden or are subject to strict regulation and supervision. This revelation of the possibilities of the strike as a weapon of coercion upon railroad transportation should awaken the people of the country to the need of extending the regulation of law to combinations of labor as effectively as to combinations of capital."

On the other hand, Vice-President M. C. Carey, of the Order of Railway Conductors, who took a leading part in the negotiations, contends that the dismissed employees were unjustly treated by the Delaware & Hudson, and emphatically denies any desire on the part of the union "to protect our men at the expense of fairness and justice." And it is significant that the New York *Sun*, a paper which is very seldom found on the unions' side in labor disputes, agrees fully with Mr. Carey, and declares that the road "had a poor case." It reminds us that "in the modern days of railroading, when freight-trains are hauled by high-power engines exerting an enormous propelling power, such mishaps are not uncommon and are not as readily discoverable by locomotive engineers or by train conductors as they were in former days when engines possess less power, and the motion of trains was less continuous and easy." So—

"In such a case as that which happened on the Delaware & Hudson a wise railroad president might have limited his exercise of discipline to the suspension of the negligent employees for sixty or ninety days. The discharge of these employees . . . was a punishment disproportionate to their offense, even if the record of the men showed that they were disposed to carelessness. At any rate, it was no case for the railroad companies to go to the public with in a general strike."

Much of the interest in this brief strike on a comparatively small Eastern railroad is due to the fact, as set forth in an Albany dispatch to the New York *Times*, that it was the third case in our history of a strike for organization purposes by the five federated unions of firemen, conductors, engineers, telegraphers, and trainmen.

GOVERNMENT RAILROADS IN ALASKA

THE VITAL NEED of a government railway system in Alaska to reach its natural resources is the main point of discussion in connection with the Alaska Bill, but many members of Congress and newspaper editors who oppose the plan seem very much alarmed at the idea that it is, to use the words of the Cincinnati *Enquirer*, "the entering wedge for government ownership of all railroads." When Senator Key Pittman, of Nevada, argued that the increase of gold-mining alone would justify the enterprise, Senator Williams, of Mississippi, replied that the friends of the measure wanted to "turn this Government over to State socialism on the theory that the Government can manage business better than private enterprise." "This bill," says Senator McCumber, of North Dakota, "is the first great step into the realm of paternalism. It is the beginning of the paternalistic or socialistic idea of complete government ownership of all public utilities." Similar opinions have been voiced by a large majority of the members of Congress opposed to the plan. Among the friends of the measure few favor public ownership as a general policy. Senator George E. Chamberlain, of Oregon, who was the bill's principal backer in the upper house, argues that the building of a \$35,000,000 system of railroads in Alaska is a matter of expediency, and that there is no other way to develop its resources in the interest of the people of the Territory and of the country at large. Agreeing with Senator Chamberlain, the Fort Worth *Record* (Dem.) insists that "the case is exceptional; it does not touch the question of government ownership of railways in general." The Milwaukee *Free Press* (Ind. Rep.) makes this reply to the opposition:

"If the government ownership of railroads would really be the calamitous failure they predict, then what possible objection can they have to the demonstration of this failure in remote and isolated Alaska?"

"On the contrary, they should warmly welcome such a demonstration of failure because it could not other than cure the people once and for all of any hankering for public ownership of this character.

"The fact that these opponents of government ownership are so desperately set against trying it on the Alaska dog would therefore seem to indicate that they are in reality very much afraid that the experiment would turn out a success.

"In truth, the larger question of government ownership has precious little to do with the Alaskan problem. The nation is here face to face with a practical condition, not with a general theory; and some of our sanest statesmen, who are otherwise opposed to government ownership, recognize in its application to the Alaskan situation an essential safeguard to the Territory's exploitation in the public interest.

"Of course, the experiment might prove a failure in spite of the wholly favorable conditions. But if it were a success, it does not follow that the experiment would recommend itself for trial in the country as a whole, where the conditions are altogether and unfavorably different."

Viewing government ownership in Alaska as "a means of escaping the worse of two evils," the Chicago *Journal* (Dem.) remarks that:

"Under the circumstances there seems no escape from a government railroad. President Wilson thinks so, at least, and his sturdy individualism is not to be doubted. The best one can hope is that the project is not taken as a precedent for government railroads elsewhere."

And we find this explanatory comment in the Minneapolis *Journal* (Ind.):

"The bill gives the President power to employ the Army Engineer Corps; to use the Panama Canal machinery and equipment; to purchase or condemn property needed, including right of way and terminals; to make just traffic connections with steamship lines; to borrow forty millions as needed for the cost; and to set aside 75 per cent. of earnings under rates fixed by the Interstate Commerce Commission as a redemption

fund. This is government ownership. But we must have something in Alaska."

"The Administration's railroad measure," says the Seattle *Post-Intelligencer* (Rep.), "is an act of long-deferred justice—a measure of fair and square dealing of certain ultimate benefit to the United States as a whole." And in this connection these two paragraphs from one of President Wilson's recent addresses to Congress may prove to be interesting:

"The people of Alaska should be given the full territorial form of government, and Alaska, as a storehouse, should be unlocked. One key to it is a system of railways. These the Government should itself build and administer, and the ports and terminals it should itself control in the interest of all who wish to use them for the service and development of the country and its people.

"But the construction of railways is only the first step; is only thrusting in the key to the storehouse and throwing back the lock and opening the door. How the tempting resources of the country are to be exploited is another matter, to which I shall take the liberty of from time to time calling your attention."

Secretary of the Interior Lane is one of the chief advocates of the government-ownership plan. His views are summed up thus:

"This is a new policy for the United States. Very true. This is a new part of the United States; and policies properly change with new conditions.

"To build and control these railroads ourselves may be an experiment, but such a plan does not suggest scandals more shameful or political conditions more unhealthy than many we have known in new portions of our country under private ownership. I believe that under this policy Alaska will develop most safely and most speedily, and its resources will most certainly become available to the whole people."

One of the arguments against the building of the railroads is that the coal, especially that in the Bering River district, is of inferior quality. Admiral Griffin, of the Naval Steam Engineering Department, recently told the House Naval Committee that one test of Bering River coal had shown only 71 per cent. efficiency, which, if the test is true, means that the fuel is practically worthless to the Navy. But it is explained that the coal tested by the naval authorities probably was not a fair sample. Concerning the coal deposits and their availability, the Philadelphia *North American* (Prog.) has this to say:

"There are, in fact, only two known accessible fields of high-grade coal in Alaska. One is the Bering River field, fifty square miles, lying about twenty-five miles from the notorious Controller Bay; the other is the Matanuska field, seventy-four square miles, lying about 200 miles north of Seward on Resurrection Bay. Both contain vast quantities of anthracite and high-grade bituminous.

"Obviously, their development depends wholly upon transportation. There is a 'Morganheim' railroad from Cordova, fifty miles northwest of Controller Bay, to the syndicate's copper mines, but a projected branch to the Bering coal-field was abandoned when the Government very wisely withdrew all the coal lands from entry. Private interests started to build from Seward to the Matanuska district, but completed only one-third of the line. And there the matter rests.

"The most obvious advantage would be that the Government would have an inexhaustible supply of good steam coal for the use of the Pacific fleet. There is a naval coaling station at Seward, and it is estimated that the best-quality fuel could be stored there at a cost of \$2.50 a ton. The Pacific fleet consumes 270,000 tons a year, and pays for it from \$9.50 to \$10 a ton, most of the cost being for freight charges from the Atlantic seaboard around the Horn.

"In behalf of the government-owned railroad, therefore, it is argued that the saving on navy fuel alone, if it were only \$5 a ton, amounting to \$1,350,000, would pay the interest on the \$35,000,000 of bonds which the bill now in Congress would authorize the Government to sell to cover the estimated cost of the needed lines, one from Seward to the Matanuska coal-fields, the other from Cordova to Fairbanks."

"PURE SHOES" AND DEAR SHOES

LAWS requiring that all shoes not made entirely of leather be stamped "adulterated" or "substitute leather" have been adopted by several States, and a measure of similar nature is under consideration by Congress. The consumer's innocent reflection that such a "pure-shoe" law would be a good thing has, however, been rudely jarred by the shoe-dealers, who tell him that it would mean the use of 2,000,000 more hides a year, and the consequent rise in price to \$10 or \$12 a pair, while the quality of the shoes would not be in the least improved. As a New York retail dealer said at the recent convention of his National Association in this city:

"As it is to-day, it is possible to sell a poor man a pair of shoes for \$2.50 that is better than the pair he may have to buy in two or three years at twice that figure. There are several parts of a cheap shoe in which so-called adulterants can be made to give better wear than the kind of leather that would necessarily have to be put in at the present price. The attempt of the lawmakers to protect the public by requiring an all-leather shoe is, therefore, retroactive. Seemingly without realizing it, these Congressmen are trying to force the poor man to pay twice as much in the future for a shoe that will give only about half the wear of an 'adulterated' one. The use of leather-board, a mixture of ground leather and glue, in toe-caps and in the inner lifts of heels, the use of fiber counters, and the use of canvas innersoles is not nearly so sinful a practise as it seems. Several 'adulterants' have more natural strength than poor leather."

Other arguments heard by a New York *Times* reporter at this convention were directed against the provisions requiring a manufacturer to stamp his name on his shoes. This, it was held, would make the retailer the slave of the manufacturer, and would eventually drive the independent dealers out of business, to be replaced by branch stores of the big manufacturers. Another contention was that the "Beef Trust" was "back of the proposed legislation for the purpose of boosting domestic hide prices."

Now we certainly do not want to see the price of shoes increase,

comments the Philadelphia *Inquirer*, and it thinks that Congress should pay some heed to the protests of these dealers and "be very careful in prescribing the exact requirements for manufacturing shoes." Here is food for thought, agrees *The Wall Street Journal*; the shoe-dealers' estimate "may be exaggerated," but it suggests the query whether, in this field and in many others, the community may not be advancing faster in setting up ideal standards than its economic resources justify. "Only rarely," it remarks, "does any one sit down to calculate whether the poor man might not be better off, on the whole, if he could get poor food, or poor cloth, or even imitation jewelry, rather than go without them altogether."

But others declare that while the shoe-dealers' protest "sounds like good argument, it will not hold water." As the *Troy Standard-Press* puts the other side of the case:

"There seems to be no good reason why any honest dealer should join in an effort to defeat the 'pure-shoe' bill. If the people are getting shoddy or adulterated goods they have a right to know it. If they are getting paper for leather they have a right to be made aware of the fact, just as they have a right to know they are buying cold-storage eggs or impure or adulterated drugs."

"The bill pending in Congress provides that all these goods shall be properly marked so that the buyer may know exactly what he is receiving, which is certainly no more than his due, and any dealer or manufacturer who opposes such remedial legislation will be viewed with suspicion."

Indeed, queries another "up-state" daily in New York, the *Elmira Star-Gazette*, is not the argument of these shoe-men "an admission that the people are being fooled by some manufacturers and some dealers?"

"If they have been selling real leather shoes all the time, why should the price be raised simply because the buyers are allowed to know it? If, on the other hand, the shoes are *not* all leather, why should the prices of the same shoes be any higher than they are now?"

"If real, all-leather shoes can not be made for less than \$10 a pair, why not say so? Then let the man who demands the real thing buy it and pay for it. The other fellow who is satisfied with what he is getting would be no worse off."

TOPICS IN BRIEF

MONEY is talking now in self-defense.—*Wall Street Journal*.

ARMOUR's net profit of \$11,350,000 makes him look like a strict vegetarian.—*Wall Street Journal*.

WE used to talk about "Big Business and the Government," but somehow it seems more natural now to talk about "The Government and Big Business."—*New York Commercial*.

IN Mexico City, disagreeing with Huerta is a grave matter.—*Columbia State*.

TROUBLE with British submarines appears to be that they are.—*New York American*.

VILLA boasts that he will feed Huerta to the sharks. Loan sharks?—*Boston Transcript*.

JOHN LIND might stand a chance of the Nobel peace prize if he would only talk loud enough for the committee to locate him.—*Atlanta Constitution*.

SECRETARY BRYAN is also one of those who think the outlook brighter for the second half of 1914. The Chautauqua circuit opens in the autumn.—*Wall Street Journal*.

Now if Mr. Hearst can only persuade the Japanese that this country engineered that volcanic eruption, he may be able to pull off that war after all.—*New York Commercial*.

As we understand some of the business men's interpretations of the signs of returning confidence, they seem to be afraid that business is about to be extremely good again.—*New York Tribune*.

WHAT Alaska needs is an unlocking directorate.—*Washington Post*.

TIME exposure seems to have been a success with the Kodak trust.—*Wall Street Journal*.

THE National Shoe Retailers' Association says compulsory "pure shoes" would cost \$10 a pair, which is one way of confessing much about the other kind.—*Newark News*.

SIR LIONEL CARDEN is to be sent to Brazil, the land of nuts.—*Bridgeport Post*.

THE New Haven is the latest convert to the good-roads movement.—*Columbia State*.

IN some places State roads seem to lead toward the penitentiary.—*Philadelphia Record*.

WHEN Huerta gets his wireless station he can communicate with his troops in Fort Bliss.—*Philadelphia Record*.

IT is reported on good authority that military operations in Mexico have been sadly handicapped of late through a shipment of inferior films.—*Washington Post*.

BANKERS aren't worried half as much about the flexibility of the currency as they are about the inflexibility of the Federal Reserve Board.—*Pittsburg Gazette Times*.

INTERESTING to learn that almost as many Americans have returned from Canada as have emigrated there. But how much did they bring back?—*Wall Street Journal*.



THE RIDER.

—Bowers in the Newark News.

FOREIGN COMMENT

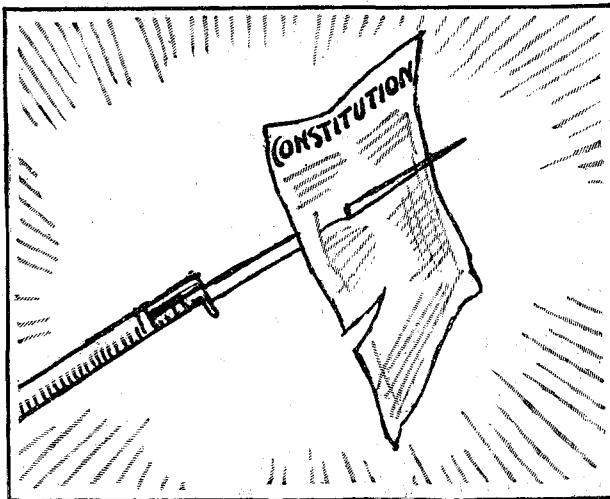


TRIUMPH OF THE SABER IN GERMANY

THE ACQUITTAL of Colonel von Reuter and Lieutenant Schad, his subordinate, for putting Zabern under martial law and arresting and jailing civilians, is taken in Germany as meaning that the military can now go about as far as they like in lording it over the citizenry. The colonel almost defied the court by saying he would do precisely the same thing again under similar circumstances, and remarked it would be good if some civilian blood were spilled in Alsace. The burgomaster and the local police were really to blame for the riot, he explained, and he was honorably acquitted and, we read, is to be decorated with the order of the Red Eagle. Lieutenant Baron Forstner, who was to spend forty-three days in prison for sabering a cripple at Zabern, has had his sentence reversed on appeal. The Berlin *Deutsche Tageszeitung* agrees that the local burgomaster and police were to blame for not repressing the civilians who hooted and abused the military, and it believes the officers were right in resenting the abuse, repressing the hooligans, and upholding the honor and dignity of the German Army. But more papers regret the outcome, and dispatches say the Emperor has ordered an investigation of the legality of the verdict. "This is the beginning of the end," exclaims the disgusted Berlin *Morgen Post*; "all idea of preserving peace in the provinces must be abandoned; all ends in mere comedy." The feeling of the workers, who bear the military burdens, is voiced by the great Berlin Socialist daily *Vorwärts*, which remarks:

"Yes, Mars is now our ruler—the officer's saber now has no

restraint placed upon it. Such at least is the opinion of Colonel von Reuter as at Zabern he knocks all power out of the hand of the civil authority and establishes the bayonet's supremacy of fear. He thinks the time has come to sweep aside civil authorities with their police and to act in a peaceful German village as if in an enemy's country, and to meet all legal obligations with the soldier's plea that might makes right. Away with your jurisprudence. Mars now is our only arbiter."



PRESENT ASPECT OF THE GERMAN CONSTITUTION.

—Wahre Jacob (Stuttgart).

In another article, entitled "Justice has been abolished; the saber is lord of all," the *Vorwärts* says of Colonel von Reuter's declaration that Alsatian blood ought to be shed:

"This decisive utterance of Colonel Reuter is typical of his medieval ideas of justice. He says that in all he did he was responsible alone to his Emperor and his King. To think of an officer in a constitutional State speaking in this wise! This man considers that outside of the Divine Being, the Emperor and the King, nobody exists. In his opinion neither law nor order, but

only military force exists. The commands of a military autocrat outweigh, in his esteem, the dictates of conscience and of law. The result is a military absolutism which overrides legislative order and popular rights, and tends to make military swelldom the prevailing power in the country."

The telegram of the Crown Prince congratulating Colonel von Reuter on his acquittal is approved by the Conservative papers of Berlin, and criticized by the more radical organs. The wording of it is a matter of dispute, but the most widely accepted version runs thus:

"Hurrah! Hurrah! We should live and die for the German uniform! You have my heartiest congratulations!"



RECIPROCITY.

Now that the German "military mission" has gone to Constantinople, perhaps the Turks might reciprocate by sending one to Zabern.

—Kikeriki (Vienna).

The radical *Morgen Post* believes this message plainly reveals the power of Germany's jingo camarilla, with the Prince as leader. It says:

"If there were need of anything to throw more light on this mysterious situation, the telegram of the Crown Prince has furnished the illuminative ray. This telegram was in exact accord with the attack of the reactionaries upon the Government, with the silence of the Chancellor, whose days of office are now numbered. Never were domestic affairs in such a serious condition."

The *Kölnische Zeitung*, inspired by the Government, doubts whether the famous telegram was ever sent, as it would betray in the sender "a total lack of constitutional comprehension and of regard for the public good." "If the heir to the throne sent such a message," declares the *Germania* (Berlin), the organ of the Catholic Center, "it would be difficult to reconcile his attitude with that taken by the responsible authorities of the Government."

The French papers are naturally roused by the Alsatian verdict, and the leaders among them plainly denounce the whole business as a manifestation of militaristic Pan-Germanism. The Paris *Temps* gives a fair example of newspaper opinion in the capital. It believes the incident has a profound bearing on Franco-German peace, and observes:

"The interpretation of this affair should be deeply pondered. True, officers and doctrinaires are in the minority in Germany to-day, but what will they be to-morrow? They are up in arms against the Kaiser's dream of peace. They are reproaching the Government for failing to satisfy the desire of expansion which animates the people and for not employing the country's productive energies in this direction. The philosophers of the day make this complaint the basis of their political theory. For them, Pan-Germanism is, in the face of a fossilized Government, the expression of the nation's economic and moral vitality. For them an incident such as that at Zabern, artificially engineered, will be welcomed if only France can be provoked by the outrages in Alsace into striking back, by means of anti-German demonstrations and windows broken, to let out war upon the land."

Another leading Paris organ, the *Figaro*, referring to Colonel Reuter's remark that he would like to have seen the shedding of Alsatian blood in Zabern, comments as follows:

"It really does not matter whether Colonel von Reuter be acquitted or not, whether Lieutenant Forstner is expelled from or restored to the Army. What we must bear in mind when we recall this military trial is the appalling mental mood betrayed by the Prussian officer, as shown in the regret, which the Colonel expressed with so much naïveté, that he had not had the chance of shedding the blood of the Alsatians. No wonder the noble Alsatians rage against the pointed helmet and the Prussian yoke which grows every day more oppressive. The trial has certainly revealed to us the main characteristics of the German Army, its strict solidarity, its hand of iron, its rigid discipline. But we also discern the result of these things—the profound gulf which this rigorous and insupportable system has sunk between the people and the Army. We now understand why the newspapers raise such a cry of alarm. When in one nation two irreconcilable adversaries stand face to face, two elements strong and formidable as the German and French in Alsace, it is certain that at any moment the result will be either revolution or war."—*Translations made for THE LITERARY DIGEST.*

BOTTLE VERSUS BOOK IN RUSSIA

IF BOOKS had half the rights in Russia that are given to vodka "the golden day of enlightenment would dawn," declares Alexander Yablonovsky in the *Kievskaya Mysl*. Two parliamentary commissions were sitting at the same time in St. Petersburg, he relates, one on the printing and publishing of books and newspapers, the other on the production and sale of vodka. The debates of these two commissions revealed the fact that every facility is furnished by the law for the sale and distribution of vodka, as it is a Government monopoly, but crippling restrictions are placed upon the public sale and circulation of literature of any kind, from the daily paper to the bound volume of historic or imaginative production. Strangling

objectionable plays, we are told, is easy in Russia, but the closing of a wine-shop is a very different thing. To quote from this writer:

"What is necessary to open a wine-shop? The Duma thought that a village with a population of 500 souls was required. But the Council of State decided that this was not necessary; one soul was enough! What is necessary to open a printing-shop and to publish a paper? Oh, for that the number of souls must be five or even ten thousand. Such are the conditions of 'opening.'

"The conditions as to 'closing' are different. Mr. Purishkevich recently bragged that he succeeded in closing several (to him) objectionable plays. And since the representative from Bessarabia has no connection with censorship, this simply means that his request to the proper authorities was sufficient to banish the plays.

"The closing of a wine-shop is not accomplished so easily.

"The Duma said: 'To close a wine-shop a decree of the city board of aldermen is sufficient.'

"The Council replied: 'No, indeed; that is not sufficient.' "Citizens' unions,' insisted the Duma, 'may close wine-shops in Western Provinces.'

"Under no circumstances,' declared the Council.

"And then the Duma and the Council had a regular debate.

"DUMA: 'Wine-shops may be closed by a vote of a simple majority of the inhabitants.'

"COUNCIL: 'No; a two-thirds majority is necessary.'

"DUMA: 'Women may vote on the subject.'

"COUNCIL: 'Not at all; the vote is to be restricted to men.'

"DUMA: 'Wine-shops may be opened only in villages having a local self-government.'

"COUNCIL: 'Wrong again. Wine-shops may be established anywhere.'"

Turning then from the question of opening and closing, Mr. Yablonovsky proceeds to show that vodka also has a vast advantage over literature in all that regards its distribution. He proceeds:

"Vodka and literary products both need a market. But, unfortunately, the bottle has a great advantage over the book in this respect also. The Commission on the Press prohibits boys under seventeen from selling newspapers; while the clerks in wine-shops are informed that no excuses for a lack of supply of vodka will be accepted, not even storms, inundations, or earthquakes. Vodka must be on hand everywhere, and wo to the man who is found without a supply.

"In a word, the press is prosecuted for being distributed, while the distribution of vodka is made compulsory. But let us carry this sad comparison no further. The advantages of the bottle are so obvious that it is painful to discuss the matter."

He forbears to discuss the question why the distilling-plant



FLOWERS OF GERMAN MILITARISM.

CAPTAIN VON KOEPENICK—"Permit me to shake hands with you, Lieutenant Forstner. We are the two greatest military men since 1871."
—*Lustige Blaetter* (Berlin).

is more active than the printing-press for fear of offending or hurting the feelings of men in power, and concludes his article as follows:

"The question why distilling has so far surpassed book-printing in Russia is a delicate one. The fact that nineteen members of the Council are distillers may have some bearing on the question, and that these nineteen supply over 5,000,000 gallons of alcohol to the Government which has the monopoly of wine-shops seems to have some significance. But since the members of the Commission for combating drunkenness may later consider also questions relating to the press, it is wisest not to dwell on this phase of the question."—*Translation made for THE LITERARY DIGEST.*

TURKISH REPENTANCE

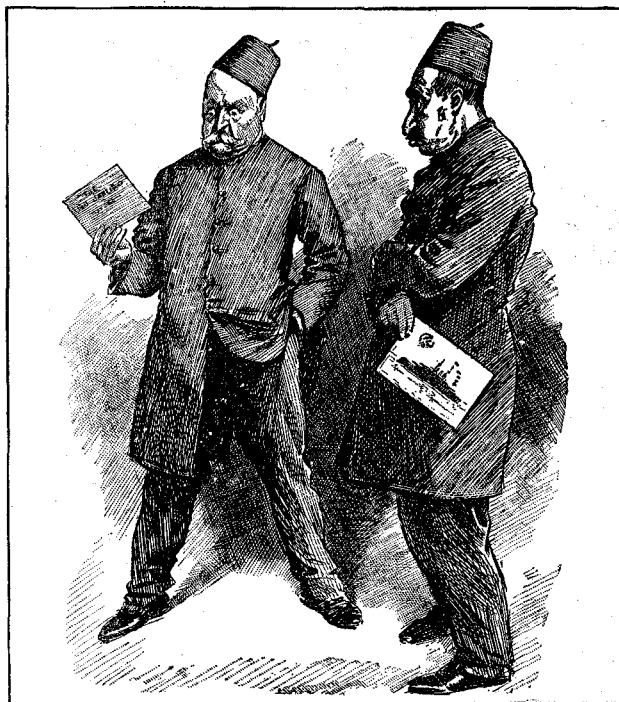
SOMETHING PATHETIC and yet hopeful appears in the tone which rings through the press of Constantinople in speaking of the decadence of the Ottoman Empire and prescribing methods for its resuscitation. The glorious days of Mohammedan ascendancy and triumph are dwelt upon by such papers as the *Tanine* (Constantinople), and the anniversary of the day when the Ottoman Empire was founded is celebrated with pride mingled with regret that the time of bitter adversity has come. Thus we read in this paper's issue of December 30:

"To-day is the six-hundredth anniversary of the founding of the Ottoman State. It is but as yesterday that any of us began to observe this important date. This lack may be one of the reasons of our downfall. Six hundred years ago to-day the Seljuk ruler formally recognized Ghazi Osman as prince. His standard, the crimson banner, was raised in a little corner of Anatolia. His illustrious descendants bore it triumphant westward and even farther afield, till their swords opened their path to the very walls of Vienna and the pass of Saint Gothard, and their fleets penetrated every corner of the Mediterranean Sea. We recall the glorious record with a thrill of pride at the achievements of our ancestors."

The tide of Moslem conquest, however, soon began to ebb from Spain and southern France, where the battle of Tours closed its westward career. As this paper says:

"But a day came, a long and bitter period of time, when the flag, the emblem of the nation's power and glory, began to

courage and virility of our ancestors there are the vacillation, the distrust, the hopelessness of decrepitude, the trembling and fearful outlook into the future. And so prosperity passes us coldly by. Once the Turks ruled over peoples who were their superiors in civilization, for they had constitutions of iron and



THE SPLENDID PAUPERS.

FIRST TURKISH OFFICIAL (presented with a photograph of the new Turkish Navy in lieu of six months' deferred pay)—"So we've got a dreadnought, have we?"

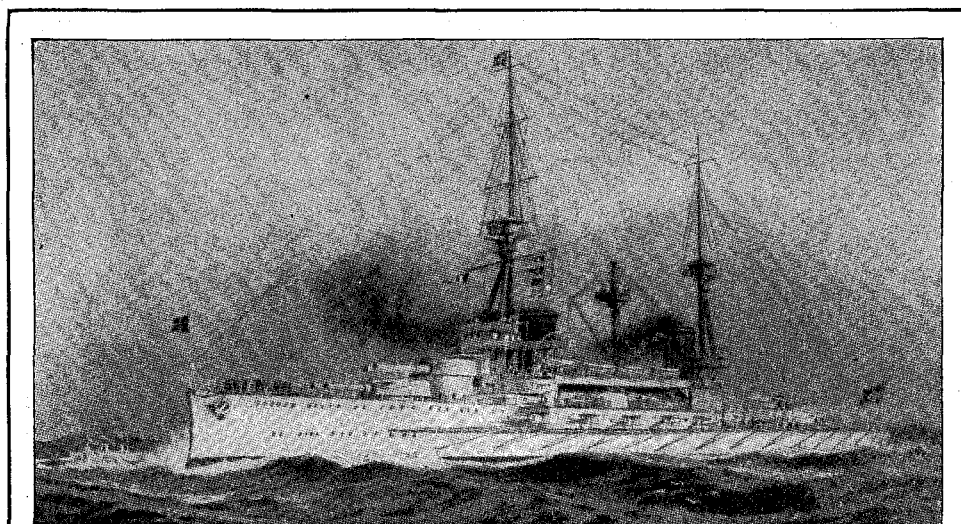
SECOND TURKISH OFFICIAL—"I don't know who gets the dread, but I know we've got the nought." —*Punch* (London).

will unbending before whatever opposition. They used others' superior civilization as a step from which to climb, themselves, to a higher level, not alone in power won by the sword, but in knowledge and in character. It remains for Ottoman youth of to-day, in whose veins runs the blood of noble ancestors, to build upon the foundation laid by Ghazi Osman (Osman the Conqueror) the enduring structure of constitutional government, in a spirit worthy of their great ancestors, and in a method fit to the demands of the civilization of the present age. It is a mighty task, but we can meet it."

The *Ikdam* (Constantinople) embodies its patriotic sentiments in more practical and concrete form, and plainly advises its coreligionists to follow the example of the infidels, the Christians. Thus we read:

"Moslems are seeing that mercantile and business advantages are slipping from their hands. They have to content themselves either with small and unremunerative business or hang about Government offices in the hope of securing some greater or lesser official position. The result is a drifting into actual want, and into loss of respect politically, never gaining, always losing. The strenuous worker in the East is the Christian. The man who is making progress in civilized life is the Christian. The best element of life in the East is Christian, so it is claimed. It has come to this, that it is confidently

said that the apathy of Moslems has prevented their attaining a worthy position in any form of activity in civilized life. They are left behind in the world of commerce and the arts. Their names are unmentioned abroad, and even at home they have



POSSIBLE SIGN OF ANOTHER WAR.

Turkey's new dreadnought, the former *Rio de Janeiro*, building for Brazil. Its purchase alarms Greece, dispatches say, as it makes Turkey indisputably the stronger, and may portend a war for the recovery of the eleven Aegean islands lost by Turkey to Greece. The new dreadnought carries fourteen 12-inch and twenty 6-inch guns, is of 27,500 tons displacement, and has a speed of 22 knots. This view of her is drawn by Charles J. de Lacy for *The Illustrated London News*.

recede toward the region from which it first started on its course of conquest. How vast the change! Six hundred years ago we were in the flush and vigor of youth. Now we crawl along in the decadence of our strength. Instead of the fearless

no reputation for anything they have done. Success in business demands knowledge of more than one language. But we Turks have shut our eyes to this necessity, which asserts itself equally in politics and in business. Since the Balkan War have we got our eyes open to the need we have of knowing some things our Christian neighbors have learned? If we have, then let us make it evident by taking the initiative in some forms of business, commerce, banking, manufacturing, modern farming."—*Translation made for THE LITERARY DIGEST.*

PANAMA AND THE RAILROADS

THE OPENING of the Panama Canal will not impair the supremacy of our transcontinental railroad system, thinks the *London Times*. Water never supersedes the rail. St. Louis has rail and water communication with the Gulf, and the rails carry the bulk of the business, and the same may be said of the canals and railroads of New York State. The Southern Pacific Railroad, we are assured, is looking forward to the opening of the Panama channel with high anticipations of added prosperity and business. The best authorities think that American shipping is not to reap the entire harvest of the new undertaking, which will bring more foreign vessels to the Pacific Coast to swell the freight bill of the great transcontinental railroads. Thus we read in the *London organ*:

"As far as the general carrying-trade of the world is concerned, it is tolerably certain that British ships will make more use of the Canal than American. For America its chief value will lie in the extension of its coastwise traffic. By the southern states of Europe it will be extensively used as a channel for the largely increased tide of immigration which will flow direct to the States of the Pacific Coast. Of these results the most immediately interesting is the domestic question of the American coastwise traffic, especially in relation to the competition between the shipping companies and the transcontinental lines. Do the railways stand to lose or gain by the new means of communication? American opinions on this point are so various and conflicting that there can be little practical advantage in attempting to pronounce a definite decision between the two parties to the controversy. Only time and experience can show which is in the right. But the following factors in the situation may not be without interest to onlookers on this side of the Atlantic, as well as to those who are immediately concerned in the point at issue. In the first place, the American mercantile marine is immensely larger than is generally realized by people in this country, and must not be judged by that comparatively small proportion of it which is engaged in foreign carrying. Its coastwise fleet is about five times as large as the tonnage of British shipping employed in the corresponding trade of the United Kingdom, and also considerably superior to the total merchant marine, in both foreign and domestic commerce, of either Germany, France, or Italy."

Our shipping has grown more than most people are aware of in the past twenty-five years, and is now no negligible factor:

"It has doubled in size since 1890, is advancing with leaps and bounds, and is one of the most progressive and successful of American national industries. From the point of view of the transcontinental railways it is therefore very far from being a negligible quantity. It is indeed a most formidable rival, and there are already many signs that its capacity is to be greatly increased in view of the trading profits to be made out of the Canal traffic. The second important point to bear in mind is that the American nation at the present moment is inclined to make a pet of the Canal, and is firmly determined that it shall be a paying concern. On the other hand, as a consequence of the discredited methods that used to mark the conduct of some of the railway enterprises in America, there is a tendency in some quarters to look with disfavor on the great transcontinental railway companies. The result of this feeling is that they are being handicapped—as it seems to us both unfairly and unwisely—in their competition with the shipping interests."

But after a thorough survey of the entire transportation field, *The Times* concludes that—

"The balance of probabilities inclines very strongly in favor of the conclusion that the Canal is not destined to work any great

revolution in traffic conditions or rates. Like every new facility, its function as a creator of new business will be far more important than that of a disturber of old.

"As a matter of fact, it is only a certain class of heavy freights that is at all in question. All the less bulky and more valuable material, all that needs care in handling and suffers by transshipment, all in whose transportation speed is a valuable element, will follow the rail line, whatever the rate. Silk, tea, most machinery, and general merchants' supplies must continue to go by rail. Those who count on a big tonnage of heavy freight have mostly overlooked the point, which can not be too frequently stated or too much emphasized, that the origin of such freight has moved away from the Atlantic Coast to a large extent. As to this tonnage, the sole question is how far inland the Canal rate will enable ship-owners to absorb rail rates.

"It is a fact that the highest and ablest railroad authorities in the United States to-day are looking forward to the opening of the Canal with perfect equanimity. They do not say that it will not make great changes in their business. They do not pretend to know just what these changes will be. But they do affirm with the utmost positiveness that the railroads can meet this competition, can adjust their business to any new conditions within the range of possibility, and can continue not only to transact the great bulk of the business of the country, but to do it with profit. Considering that this covers at present from 90 to 95 per cent. of the through business, and practically all of the local, the term is a strong one and witnesses to the confidence of those who use it."

Turning to the industrial competition between the Middle Western and the Eastern manufacturer, likely to be influenced by the opening of the Canal, we read in another article in *The Times*:

"Under present conditions the Middle West manufacturer is able to hold his own with the Eastern manufacturer in competition for business on the Pacific Coast, and more than able to hold his own in competition for business in the territory a few hundred miles back from the Pacific Coast. But a reduction of 25 per cent. in the ocean rates, without any corresponding change in railway rates from the Middle West to the Far West, clearly would cause a very material change in the situation. It would give the Eastern manufacturer a marked advantage over the Middle West manufacturer. The latter could, of course, ship his goods to the Atlantic seaboard, and thence by water, but unless the steamship lines absorbed the railway rates from the Middle West to the Atlantic seaboard—which is highly improbable—the Eastern manufacturer would still have an advantage which would enable him to capture a large part of the business which the Middle West manufacturer now has on the Pacific Coast. It would also enable him to ship goods to the Pacific Coast and thence back to points in the Far Western interior at a correspondingly reduced cost for transportation, thereby reducing or wiping out the advantage which the Middle West manufacturer now has in competing for business at many points in the Western interior."

"The relative advantage gained by the Eastern manufacturer, and the relative disadvantage suffered by the Middle West manufacturer, would be somewhat less if the Canal Law now in effect were so amended as to require coastwise vessels using the Canal to pay tolls.

"It is evident that if, under the new conditions, the Middle West manufacturer is to hold his own in competition with the Eastern manufacturer, he must have the help of the railways. In order that the railways may give him the aid which he will need, they must be able to adjust their rates in accordance with the new conditions. The transcontinental rates now made by the railways to the Pacific Coast are regarded as relatively very low. But, plainly, if the railways are to enable the Middle West manufacturer to continue to compete effectively for business on the coast, these rates must be made still lower. Can the railways afford to do this? Assuming that their rates to other points would not be greatly affected by the rates made by them to the coast, the roads could hardly afford not to meet the water competition on the coast. They handle a very heavy traffic from the Pacific Coast eastward. Much the greater part of this is of such a character, or must move to such destinations, that the railways will be able to hold it. For example, the large east-bound traffic in fruit and vegetables will practically all be held by the railways. . . . Again, there is a heavy traffic in lumber and its products from the North Pacific Coast eastward, and the railways will be able to hold a very great majority of this business, because its natural market is in the Western and Middle Western States."

SCIENCE AND INVENTION

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INADEQUACY OF SCIENTIFIC TEACHING IN OUR SCHOOLS

THIS is the age of science. Its marvelous achievements mark off the past century from all the rest of the world's history. It has changed all the activities of our daily life. Both its theory and its applications are expanding at a rate almost incomprehensible to man. One would think that our schools would make a supreme effort to give their pupils at least an inkling of this great revolution—its causes and its content. Yet in a comparison of the studies taken by students in our public high schools, all the standard sciences are seen to have fallen off. Latin holds its ground; French and German are gaining, but chemistry, physical geography, geology, physiology, and astronomy have all lost, some of them severely. In *The Normal School Quarterly* (Normal, Ill.), Prof. F. D. Barber attempts to analyze the causes of this odd phenomenon. One trouble, he thinks, is that the scientific courses in our schools have been directed toward the passage of college examinations rather than to meet the conditions of actual life. He says:

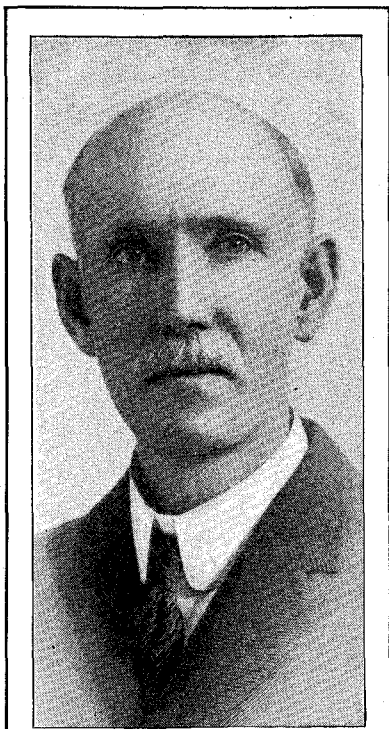
"The ideal high-school course in physics or chemistry for the boy or girl who is to enter the industries or become a homemaker should be planned to meet existing conditions and attain definite ends. It is not a stepping-stone leading to advanced work; it must be a complete course in itself. . . . In the ideal high-school course it is very essential that the student be led to appreciate the relation of the principle studied to the affairs of his own life. The high-school boy needs to see definitely how the principles learned in his chemistry are related to the burning of coal in the furnace of which he has charge, to the burning of oil or gas producing the light by which he studies, to his efforts at gardening and agriculture, and to the industries in which his father and older brothers work. The high-school girl needs to see clearly how the chemical principles she learns are applied to cooking and cleaning, to dyeing and dietary, to the handling of gasoline and gas-stoves, to sanitation rather than to meditation. To confine instruction merely to the principles of the science, without leading the student to see how those principles are vitally related to the common daily activities of the student and the community in which he lives, is to waste, in a large measure, the time of the pupil and, still worse, to cultivate in him the habit of regarding as of value undigested or half-digested information which will soon be completely forgotten or, at least, become so hazy as to be of little or no value to him in life's work.

"In order that any instruction given in school may be of lasting benefit to the pupils the facts or principles presented must be interwoven with the pupil's life experiences. . . . Teachers of physics and chemistry often assert that their students fail to handle successfully the mathematical problems and quantitative relations which arise in the study of the sciences. Yet it is the experience of the teachers of the sciences that the students can generally perform the mathematical calculations with fair accuracy and rapidity provided they are so coached that they know just which mathematical process is required. They can multiply, divide, extract square roots, solve problems in percentage and sometimes even in quadratics, provided they are told just the nature of the problem and steered straight to the mathematical process required. The difficulty is evident. Teachers of mathematics have not yet been able to relate their instruction sufficiently to the affairs of the student's life activities. Mathematical principles and mathematical processes have

generally been well mastered by the student, but teachers of physics and chemistry have abundant opportunity to observe the fact that those mathematical principles and processes are not always held in such a manner as to be available when most needed. If the principles and processes developed in the mathematics class were taught out of the material which constitutes the pupil's real environment—if the student were led habitually to develop mathematical principles and processes out of the activities of his daily life and to feel the mastery of those principles and processes to be a necessity for his best welfare—if mathematics were thus taught, is it not reasonable to suppose that when similar situations again arise the pupil will be able to see more clearly the quantitative relation involved and therefore draw intelligently upon his knowledge of mathematics to furnish the solution?"

Then Professor Barber outlines at some length the kind of scientific courses that he would plan for our high schools and the way in which he would present their subjects. The following list of practical topics under "heat" may serve to indicate the trend of his ideas:

- Beginning of use of fire, historical.
- How wood burns.
- How coal burns.
- Composition of wood.
- Composition of coal.
- Early and modern coal-stoves.
- Composition of air.
- Oxidation and combustion.
- Chimneys and convection currents.
- Jacketed stoves.
- Furnace-heating.
- Steam-heating.
- Hot-water heating.
- History of cooking-devices.
- Gasoline and gas-stoves.



PROF. F. D. BARBER,

Who believes it is not worth while to expend "much larger amounts of time and energy" on the kind of science now offered in the high school.

On this he comments:

"It will be noted that the units of instruction here chosen are very different from the units of instruction in the ordinary physics or chemistry text-book. Starting with the facts which the pupils already know about each of the subunits as they are given in the above outlines, the teacher can develop many of the most important laws of physics and chemistry. A ninth-grade class in the hands of a fairly skilful teacher will be able to work out the more fundamentally important physical and chemical principles involved in either of the above outlines in about three or four weeks. A year's work of this nature will furnish the pupil with a good, practical understanding of applied science as it affects his daily life."

It is not worth while, he believes, to expend "much larger amounts of time and energy" on the kind of science we are now offering in the high school:

"We shall have so to adapt our science instruction, and the choice of material selected, that the student will receive training which will be of more practical value to him when he enters upon life's work. It is evident that the science offered to the 95 per cent. of high-school students who are using the high school as a preparation for life's work should have a pretty strong vocational flavor. The physical sciences taught in such a course should not deal extensively with principles and laws the usefulness of which the student may come to appreciate only should he happen to take extensive advanced courses in the technical school; but the subject-matter chosen should deal with laws and principles the usefulness of which the average person in the common walks of life will appreciate."

ELECTRIFIED CHICKENS

WHAT he called an "intensive chicken-house" was described recently before the Royal Society of Arts, in London, by T. Thorne Baker. By the use of the electric current in such a house, Mr. Baker asserted that chickens may be grown at twice the normal rate. This application of electricity to the rearing of fowls Mr. Baker regards as the most profitable way in which the farmer is able to use it. The

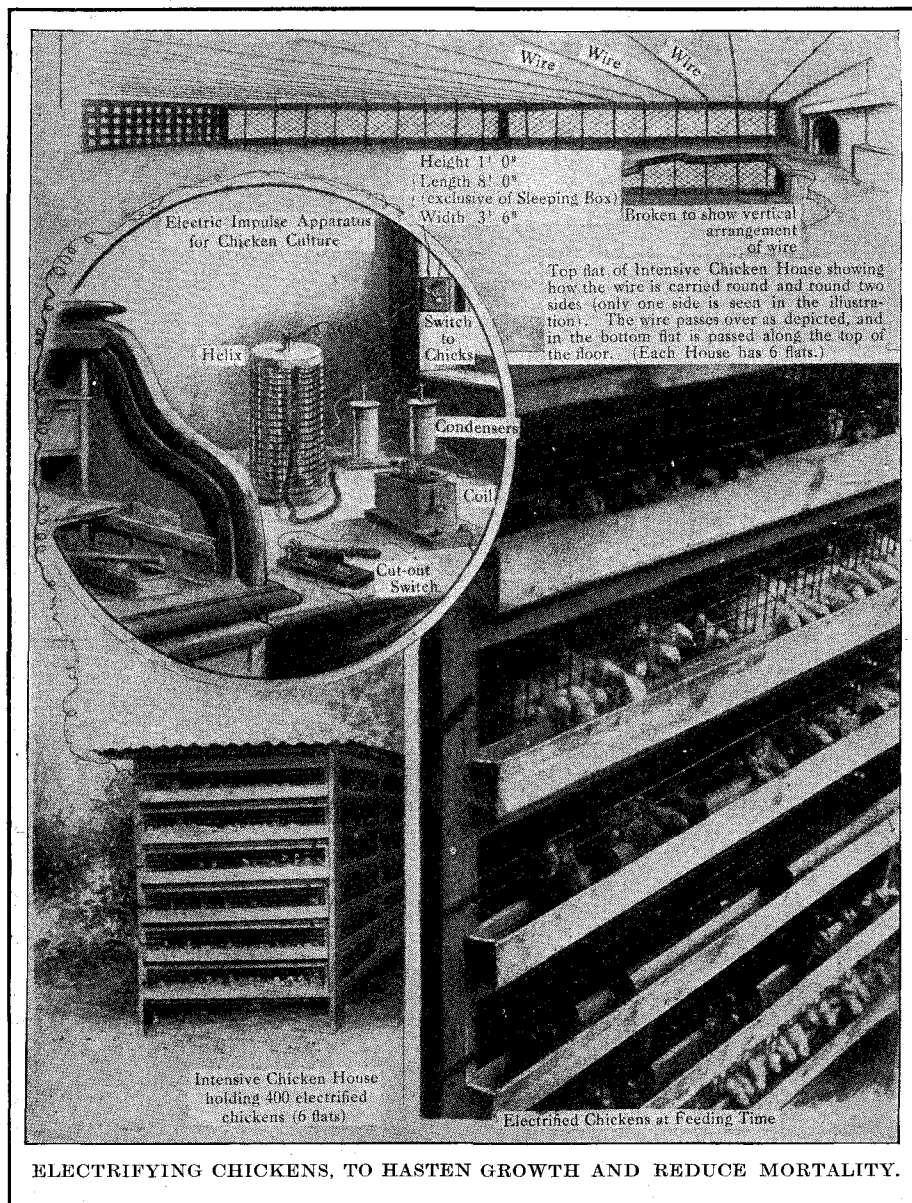
DOUBTS ABOUT TRAIN-WIRELESS

THAT THE RECENT successful demonstration of wireless-telegraph service to and from moving trains is not "so much of a muchness" after all, is the opinion of an editorial writer in *Engineering News* (New York). Its chief use, from the public standpoint—that of preventing collisions—will be, he thinks, doubtful from more than one point of view. The possibility of operating a wireless telegraph on a moving railway-train has been demonstrated by previous experiments, as noted recently in these pages, but the critic of *The News* is sure that its utility is yet to be demonstrated. It will be possible, he thinks, to distribute bulletins of current happenings, stock-market quotations, etc., to the passengers on a limited express; but while such novelties may serve as advertisements, it is doubtful if they justify the expense of equipping a train with a wireless outfit. He writes:

"On superficial observation it might appear to be a great advantage for the train-dispatcher at a terminal to be able to communicate instantly with any of his trains wherever they are on the road. There are train-dispatchers who can recall instances in their own experience when they knew that two trains were speeding toward a certain collision but were powerless to warn them of the danger.

"Let us suppose, for the sake of argument, that a railway company were to equip its trains with wireless telegraphy so that the train-dispatcher could at any and all times warn any train anywhere on the road. That would mean, of course, that every train on the line, freight-trains and work-trains as well as passenger, would have to carry a wireless-telegraph outfit and a wireless-telegraph operator. There might be some difficulty in equipping a light locomotive running over the road, for example, with wireless; but passing that for a moment, consider what the risk would be of collision if this were to be the sole reliance for communication. With all the advances that have been made in wireless telegraphy, communication is still more or less uncertain, even with the powerful equipment used on shipboard, and at large permanent stations. Moreover, the jumble of confusing sounds in a wireless-telegraph message has been by no means eliminated with all the progress made in tuning, etc. There would always be a good deal of risk, therefore, that a message sent by the dispatcher to a train might be misread and misunderstood, or, on the other hand, conditions might be such that he would be unable to communicate with the train at all. It is rather significant that on the second day the Lackawanna Limited train was run with its wireless equipment, newspaper dispatches stated that the apparatus was more or less disabled, a generator having been burned out.

"All these objections, however, do not go to the root of the reason why the wireless telegraph on railway-trains is not an important advance for railway safety. The inherent defect in our American system of operating trains by telegraphic train orders, whether the telegraphic message be sent over a wire or through the air, is that the safety of the train is dependent entirely upon the train-dispatcher. As all the trains operating over a busy railway division are in charge of one man, there will come a time sooner or later when a mistake will be made, either by the dispatcher himself or in the chain of transmission from the dispatcher through the operator to the conductor and engineer, and two trains will come together. The history of American railroading contains hundreds of such occurrences. We pay



accompanying photographs and the following brief abstract of Mr. Baker's paper are both from *The Illustrated London News* (January 3). We read:

"Chickens weighing a few ounces only and about twelve weeks old fetched, he said, a good price in the market; and such chickens would grow under electric stimulus at about twice the normal rate, thus doubling the output of a chicken-farm, and halving the food-bill per chicken. On the poultry-farm of Mr. Randolph Meech, at Poole, there is an intensive chicken-house of six flats, each capable of holding seventy-five chickens. This was electrified, the current being applied for ten minutes during every hour of the day. Out of a total of 400, only six chickens died, a mortality of 1.5 per cent., as compared with a mortality under ordinary conditions which, in the summer months, may be as high as 50 per cent. The electrified chickens were ready for the market in five weeks, instead of three months. Their vitality under electricity was remarkable, and they were so highly charged with electricity during the treatment that one received a distinct shock on touching one of them, altho the birds themselves showed no signs of anything unusual. If a bird pecked at a finger, sparks flew from its beak."

every year a heavy toll in deaths and injuries of passengers and employees upon railways who still adhere to this antiquated system.

"If this old system were to continue in use, it is possible that the introduction of wireless telegraphy on trains might in some instances save collisions when the trains would otherwise be beyond reach, but the probabilities are that the errors and difficulties in the operation of such an uncertain system of communication would cause many more accidents than it would prevent."

It is significant, the writer believes, that the reports of the use of the wireless telegraph on the Lackawanna did not impress English railway officials as of particular importance. The New York Times quotes an official of the London & Northwestern Railway as saying:

"The report of the successful Lackawanna experiment is possibly of far-reaching importance in America; but under the present method of operation here we would not gain anything, even if moving trains could be in constant wireless communication with the stations. There is never any need here to tell an engine-driver how he is to go. All trains are controlled through the signal-towers."

And the general manager of the British Marconi Company himself is quoted as saying in an interview:

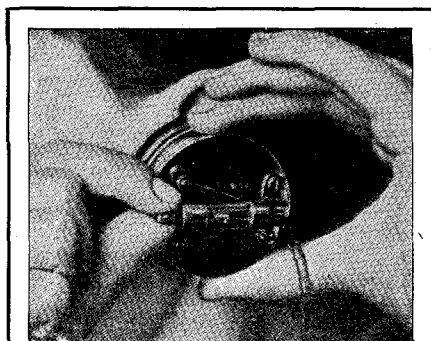
"I do not believe that the wireless equipment of trains will come generally in the immediate future, partly on account of its great cost and partly because at present there is no apparatus that is reliable enough under the difficult working conditions of swiftly moving trains to justify general adoption by the railroads."

POCKET WIRELESS—A wireless receiver of such simplicity that it may easily be carried about in the pocket has been devised by a French inventor, Mr. Hurm. The following description of the instrument, which has been named the "ondophone," is translated from *Cosmos* (Paris, December 18):

"It consists of a special telephone receiver of 500 ohms resistance, on which is mounted a detector made of lead-platinum crystals. Two wires about six feet long, rolled on spools, terminate in clamps to keep them in position. And this is all! The complete apparatus weighs only a few ounces and may be carried in the pocket.

"To receive signals from the Eiffel Tower, it is sufficient to attach one of the wires to a gas- or water-pipe, thus securing a ground-connection, the other wire being fastened to the antenna. This varies in size with the distance. In the environs of Paris, a metallic mass suffices—a balcony railing, the wire of an electric bell, or the gilded metal frame of a mirror. Farther

away, several yards of wire, insulated at each end, are necessary, but these can be dispensed with by using a telephone-wire. One may thus receive the Eiffel Tower signals in any part of France. Finally, when traveling in the country, not too far from Paris, one may receive the signals by sticking a knife into a tree-trunk (the antenna) and letting the second wire trail



THE POCKET WIRELESS RECEIVER.

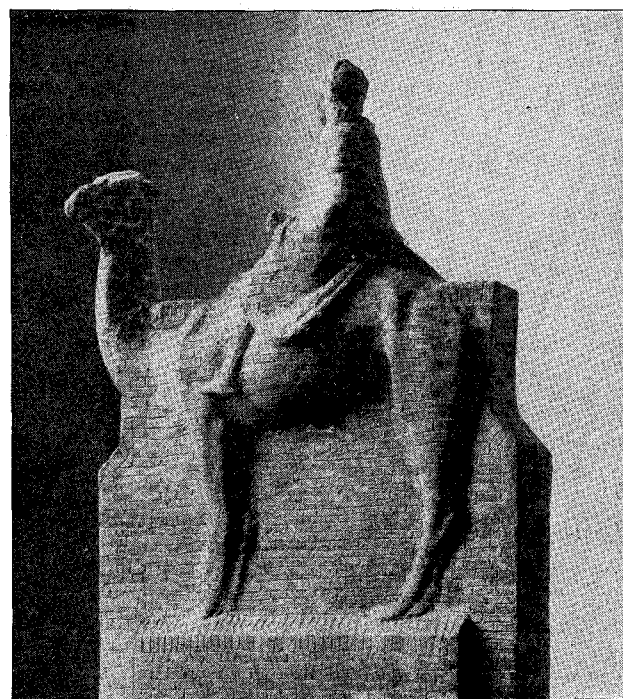
on the ground. All these results have been obtained by the inventor, and we personally have received signals at Versailles, very distinctly, with a gas-pipe as ground-connection and a finger of the hand as antenna.

"The very great sensitiveness of this device is due to the excellence of its component parts—a specially devised telephonic receiver and selected crystals in the detector. . . . Altho of moderate price, the ondophone gives results comparable with those obtained with the most complete plants. Like these, also, it may be combined with condensers and tuning-bobbins to increase the intensity of the reception. It may be seen that this is a serious apparatus which will form a gift greatly appreciated by the young people."

BRICK STATUARY

THE ANCIENT BABYLONIANS made imposing sculpture in high relief on their brick walls, such as may still be seen on the Istar Gate of the Royal Castle. An attempt is now being made to imitate them by restoring the brick to a place of honor in statuary art. Says *The Scientific American* (New York, January 10):

"Instead of fixing a raw block in position and hewing it with the chisel, as is frequently done with the reliefs on English



By courtesy of "The Scientific American," New York.

A MONUMENT BUILT OF BRICK.

houses, thereby laying the brick open to atmospheric influences, and destroying the remarkably picturesque charm of the vivid colored material, the monument is molded bodily out of the unburnt brick clay, cut into layers and stones, and each finished up carefully. In the kiln, the molded parts are laid on a sand bed, insuring perfect mobility during the baking process and excluding any risk of breaking or bending. A perfectly uniform shrinking of 15 to 16 per cent. may be accounted for. When the monument is next erected on the spot, the insertion of a proper thickness of lime-cement mortar into the joints between the brick layers restores it to the originally contemplated dimensions. The accompanying photograph shows a figure intended for the monument of an African explorer to be erected in a German sea-town. It is the joint work of a sculptor, Mr. Edzard, of Paris, and Mr. Donandt. The monument, thirty-three feet high, grows out of a brickwork wall surrounding its base. The explorer, clad in his Moroccan burnoose, is shown astride on a camel, looking boldly out into the distance. This monument, rising above the river Weser, is to be a symbol of the spirit animating the seafaring population of the town which thus wished to commemorate the explorer."

A REVOLUTION IN CANDLES—The creation of the paraffin industry is thus strikingly set forth by *Oildom* (Bayonne, N. J.):

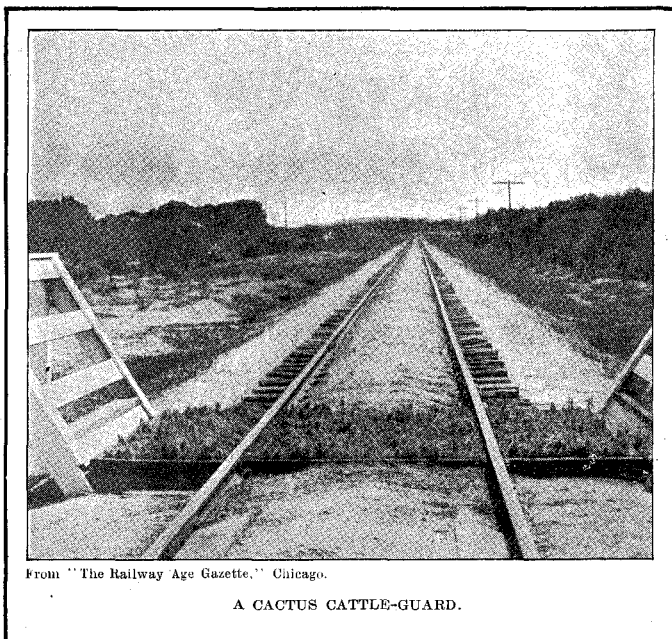
"Twenty-five years ago a tank of paraffin burned in Cleveland, Ohio, and the officials there sighed with relief. It was out of the way and they did not know what to do with it. One of the employees of the Cleveland refinery wondered if paraffin would not do to make candles with. He tried it and the candles burned nicely. He suggested to the Standard Oil Company that a factory might be started to make these candles. To-day S. O. is making 300,000,000 paraffin candles a year. Those who have seen tallow dips burning know what the difference between them and paraffin candles is. Tallow candles have passed with the spinning-wheel. Try to buy one now if you don't think so; yet at one time they could be purchased in every grocery-store."

GUM AND ITS CHEWERS

THAT ANY BENEFIT to digestion from gum-chewing is extremely doubtful, despite popular opinion on the subject, is the assertion of Dr. T. H. McClintock, of the New York Hospital, writing in *The Medical Times* (January). Chewing, he says, stimulates the secretion of saliva, but saliva is not needed in digestion at the precise time when the gum is usually chewed. What the chewer principally does, according to Dr. McClintock, is to apply a very effective process of refinement to the gum, which is well purified by the time he gets through with it, the chewer having meanwhile disposed of the impurities by swallowing them. Says the writer:

"When it was discovered that the sap of the chicle gum-tree made the best possible base, the manufacture of gum became a real industry, and has grown to enormous proportions, as is evidenced by the importation during the past year of about eight million pounds of chicle gum, the finished product having a market value of over \$34,000,000.

"It is easy to see that we are a nation of chewers. It is an American habit and an American industry, and kept alive by the hundreds of immigrants landing here every day, who adopt



From "The Railway Age Gazette," Chicago.

A CACTUS CATTLE-GUARD.

it in their process of evolution, and thus become the largest asset of the gum-manufacturer.

"It would probably remain more of a social question than a subject for medical discussion, were it not for the manner in which it is advertised by some of the selling agents. They make their strongest appeal on a purely medical basis. Their chief claim is that it is an aid to digestion. They also present it as an assistant to oral hygiene. If it confers such benefits to mankind, we may wink at any reasonable stretch of the advertiser's imagination, but if this form of advertising is fraudulent, the medical profession should take heed, and the general public ought to be advised."

Chicle gum, the base of chewing-gum, is collected in Mexico and other tropical countries. Of the manner of its collection, Dr. McClintock quotes as follows from an article by George F. Behringer (*The Practical Druggist*, August, 1913):

"The sweet, sticky nature of the sap attracts and holds countless insects, creeping and flying, after the manner of a strip of flypaper. The native gatherers of the sap are not unduly solicitous over the presence of insects or extremely careful to avoid including pieces of bark and leaves, for they are paid by the pound."

This quotation, Dr. McClintock goes on to say, would mean little to us if we were sure that the gum is purified before being placed on the market; but he continues the quotation:

"Take at random a piece from each package, wash off the

sugar and hold the piece to the sunlight. In every case will be seen particles of dirt.' And further: 'So that every man, woman, and child user of chewing-gum is for the time being a walking washing-machine.'

"Quoting from Prof. William Mansfield, of Columbia University, in the same issue, we learn that: 'To-day the users of chewing-gum are the refining-machines. They swallow the refuse, and about the time the gum is thoroughly clean and pure, it is thrown away.'

"So much for the manufacturers' opinion of the general public. We have very little to say about oral hygiene. The people who are particular about keeping the mouth in a healthy and sanitary condition do not rely upon the use of gum; many do not even use it, while others, who chew it daily, have mouths, which, to be polite, are at least unattractive."

A careful examination is then made of the claim that gum-chewing aids digestion, and the conclusion is reached that any such effect is mainly imaginary. As we are informed:

"The manner in which it aids digestion is hard to explain, while there are many good reasons why it can exert no particular influence over that process. It can not aid salivary digestion for obvious reasons. With even a moderate effort given to mastication, the salivary enzymes produce all the effect on starch that nature requires. Mastication is mostly useful as a process of trituration and lubrication.

"There is no evidence that salivary digestion continues to any considerable extent after the food reaches the stomach. Gastric secretion is quickly stimulated by the anticipation of food, and the acidity of the gastric contents soon inhibits the action of, or destroys completely, the salivary amylase. There is, undoubtedly, a certain amount of salivary digestion continued in the stomach previous to the complete admixture of food and gastric ferments, or possibly a slight amount owing to the lessened inhibitory action of combined hydrochloric acid, the product of protein hydrate; but this is only a possibility, and to what extent it proceeds is as yet problematical. Therefore, if gum-chewing is going to aid gastric digestion by a further addition of salivary amylase, there is no time to lose, and one must labor diligently for a short time.

"The act of chewing does stimulate gastric secretion, but after a meal the appetite is appeased, and no form of stimulation to the gastric mucous membrane can equal that of food in actual contact with it. Moreover, the nervous reflex governing gastric secretion is sufficiently sensitive to accommodate itself to the amount and kind of protein substances with which it has to deal. It is possible that some brands of chewing-gum do contain a trace of pepsin. If so, the most that can be said of it is that it does no particular harm.

"The greatest amount of chewing is done between meals, when gastric digestion is well along toward completion and the stomach contains sufficient free hydrochloric acid to destroy whatever salivary enzymes may reach it at that time. It is extremely doubtful that the chewing process can influence intestinal digestion."

CACTUS CATTLE-GUARDS—How the cactus-plant may be utilized in railway construction is illustrated by a type of cattle-guard devised by a section-foreman, Arthur Moeller, on the Arizona Eastern Road. This, says *The Railway Age Gazette* (Chicago), is probably the simplest and cheapest cattle-guard ever constructed, and its efficiency is said to be even superior to much more elaborate and expensive types. We read:

"The first one of these guards was put in service about six months ago, and it is said that no animal has ever crossed it or shown the slightest desire to investigate it, as it consists simply of a bed of a small cactus that grows abundantly along that portion of the line and with whose thorns horses and cattle are thoroughly familiar. It is said that horses will shy from a patch of this cactus as they would from a rattlesnake. The bed is made, as the accompanying photograph indicates, of two-by-six-inch timbers placed on edge. In the bottom of the box so formed is placed a few inches of sand and gravel, in which the cactus is planted. This variety of cactus is said to be very long-lived, and as the material grows in abundance near by, it is not difficult to renew it if necessary. As the thorns will pierce an ordinary boot or shoe, it is necessary to place a piece of timber along the bottom bar of the fence of the guard to allow employees to cross."

THE CENTENARY OF A DRUG

ONE HUNDRED YEARS AGO the substance now more widely used as a medicine than any other was totally unknown to man. Iodin existed then, as it exists now, in almost everything, living or dead—plants, minerals, and animals, but it remained for a French chemist, Bernard Courtois, to extract it in the course of experiments on marine plants in an effort to prepare saltpeter artificially. It was presented to the Institute of France on December 29, 1813, by his co-worker, Clément, in a paper entitled "Discovery of a New Substance in Seaweed, by B. Courtois." The first to use the new element in medicine was Dr. Coindet, of Geneva, in 1831. Prepared at first from the ashes of marine plants and even from sea-water itself, iodine is now chiefly a by-product of the saltpeter industry, and the vast nitrate deposits of Chile furnish most of it. From a centennial address by Prof. Camille Matignon, of the Collège de France, printed in the *Revue Scientifique* (Paris, December 13), we learn that Chile now furnishes about two-thirds of the world's iodine—approximately 500 tons out of a total product of 750 tons. The rest comes from Europe and Japan. The commercial value of it all runs up to about \$6,000,000, which figure would be considerably increased if we should take into account the value of all iodine compounds or products—pharmaceutical specialties, mineral salts, etc. Says Prof. Matignon:

"Iodin, either in the free state or in compounds, is the curative agent in widest use; no other element holds a place that can be compared to it in the pharmacopœia.

"Each of its derivatives finds use in medical treatment. The iodids of potassium, sodium, lithium, strontium, barium, iron, lead, mercury, gold, ammonium, antimony, and arsenic are employed in diverse circumstances, and there are few ailments in whose treatment iodine, in some form, can not be used.

"Iodin in its free state is now considered as the most valuable of antiseptic agents; it is easily reduced to vapor and, being very diffusible, penetrates deeply into the tissues. It may be used as a vapor, in fumigation or in solution with all sorts of solvents.

"The iodids susceptible of ionization in the organism exert a special action on nutrition; they facilitate the disassimilation of albuminoids and fatty matters, and consequently diminish the reserves of fat and shrink the glandular system.

"Certain living organisms accumulate iodine, such as certain tropical sponges, which contain 14 per cent. of it. Man and animals, in their thyroid glands, also concentrate iodine, the amount in sheep's thyroid exceeding 9 per cent. Diminution of iodine in these special organs corresponds to well-marked diseased conditions; the result is that iodine plays a physiological part of marked importance. Iodin would appear to be a real living metalloïd. It circulates through the air in infinitesimal quantities and accumulates in dust. Armand Gautier found it in the algae and spores contained in the fine dust collected at the base of the lantern of the Pantheon. The plankton of the sea, that immense mass of infinitesimal life—infusoria, diatoms, algae, etc., which plays so important a part in the life of the ocean—is also rich in iodine. The blood of animals, too, contains iodine in its white corpuscles, and all these facts, which are well established, show how considerable a part it plays in biology. It is one of the infinitely small chemical agents called catalyzators, whose evolution we are beginning to study. Plants growing on iodine-bearing soils assimilate this element and transfer it to herbivorous animals, which pass it on to the carnivorous; it is then eliminated and returns to the ground, or to that vast

reservoir of chemical products, the sea, to assume organic life again in the plankton or in marine plants or animals."

What of the future of the iodine industry? The deposits of natural nitrates in Chile are limited, and will doubtless be exhausted in another century, but we are reminded that there will remain other salty deposits—sulfate of soda, etc. But in extracting it from those sources iodine will no longer be a by-



By courtesy of "Engineering and Contracting," Chicago.

BUILDING A DAM ON THE ICE, UPPER MISSISSIPPI RIVER IMPROVEMENT.

product, as in the saltpeter industry, and its cost must rise considerably. Extraction of iodine directly from the sea will probably be resumed, the writer predicts, which will be a new instance of the reappearance of methods regarded as superannuated.—*Translation made for THE LITERARY DIGEST.*

BUILDING DAMS ON ICE

TO DAM a river that is frozen from shore to shore might seem impractical to the lay mind, but that is what they have been doing in operations for the improvement of the upper Mississippi River, requiring the construction and repair of dams and shore-protection. Brush and stone are hauled on the frozen river and heaped up in the required fashion just over the place where they are to rest on the bottom. When spring comes, and the ice melts, the stone and brushwork sink into place without further effort on the part of the engineers. Or the ice may be cut and the filling sunk when desired. A writer describes this work in *Engineering and Contracting* (Chicago):

"During the past three winters considerable construction and repair work have been done in the months of January, February, and March. The success of this work and its cheapness demand a cold winter and consequent strength of ice on which to haul the sled-loads of rock and brush to the desired locality. No plant is required, and the great cost of steamboats, barges, quarter-boats, etc., used in open-river work, is thereby eliminated. Teams are hired from farmers and others at a time when teams are not much needed for other work; labor is usually plentiful and cheap, and can be kept fully employed either in getting out material or placing it in the work.

"For winter work are selected dams to be built in shallow water, across bars, or in chutes not accessible at low stages to boats and barges, and material, especially rock, is obtained from localities inaccessible at any time to a floating plant. . . . There are vast quantities of loose rock in the ravines which can be gathered up and loaded on sleds very cheaply, but which could not be reached at all by barges on which to load it. Considerable rock is thus obtained for winter work without the expense of quarrying, and the difficulties of obtaining brush are often much reduced."

LETTERS AND ART

THE CHILD IN RENAISSANCE SCULPTURE

THE DELINEATION of a child is one of the most difficult problems in sculpture, especially when the sculptor aims at naturalness or reality. A German writer in *Ueber Land und Meer* (Stuttgart) awards the palm of supereminence to the Quattrocentists in this field. The wholly idealistic method of art practised by the sculptors who preceded the great masters of the early Renaissance, in the beginning of the fifteenth century, rendered child-portraiture a task comparatively easy, according to his statement. As soon, however, as the discovery was made that in order faithfully to present the human form in sculpture it was necessary to proceed on the principles of the masters of antiquity, to prefer, as they did, the beauty of truth to mere prettiness, to work conscientiously from models, then, we read, "the ship of art set sail on a new course." Thereafter the weak, pretty, and practically featureless portraiture of children meant to sculptors what a sunken reef means to wary mariners, and was similarly shunned. Continuing, the writer draws a sharp contrast between the making of a child's portrait and that of making one of an adult:

"Obviously, it is not only a grateful, but also a fairly easy undertaking to reproduce the traits of an adult, mature and fixt of character, whose soul-life is written, as it were, in runic letters, in face and form, compared to the work of presenting the white leaf of a child's soul on which no inscriptions are to be discerned. Even to-day we know very little of these child-souls, for all the emphatic pronouncements about the century of the child, and despite the vast, affectionate, and often extremely clever literature that has accumulated about them. Nevertheless, sculptors of our own period, in making a child's portrait, have it in their own hands to decide as they please, whether to follow the manner of the fabulist and, modeling solely along the lines of loveliness, effect a result of cloying sweetness. The least overdoing, however, in such kind of endeavor, is sufficient to obliterate totally the semblance of the actual child.

"Many of our modern naturalistic sculptors wittingly disclaim this risk only too often when they attempt to body forth the soul of a child. In every case they wreck themselves by a slavish adherence to formulas; and when Nature has provided no salient possibilities in their subject, content themselves merely to produce a work that appears to the eye as beautiful."

In this connection the writer points to the stronger natures of the Quattrocentists, all of whom possess the warrior spirit, and he tells us that the very difficulty of child-portraiture incited them to overcome it. All artists of all great periods, we read, beginning with the Florentine, Donato di Betto Bardi, called Donatello, who blazed the trail of naturalism, were particularly drawn toward child-portraiture, and the reward of their toil is evident in their brilliant individual achievements. The sculptures of this period are often unsurpassable in the

sureness of their psychology and physiology, we are informed, with the consequence that these men succeeded not only in producing portraits which are charming, but which are likewise true. They knew how to "seize the fragrance of the flower before the bud was closed," and to reveal through the corporeal form of the child the light of the soul within. These men, working in various materials, including stucco, have succeeded in giving Italy the most beautiful examples of Renaissance modeling. It is not the austere beauty of Greek art which they have imitated nor the soft effeminacy of Canova, but a refined and exquisite conception of the child's face and form. Among those of whom the writer gives a particular account are Desiderio da Settignano, who was a pupil of Donatello; Donatello himself, Andrea della Robbia, and Luca della Robbia, and he concludes:

"It may seem surprising that the masters of the Renaissance in no other world of culture produced works of art even distantly worthy to be set in comparison with the productions of the Italians. Two considerations are here involved, and must be kept in mind. First, art, with the exception of the classic Italian school, has ceased being under the direct influence of ancient sculpture. Secondly, it is to be remembered that the high cultivation of the Italian race and the warm, ripening airs of the southern clime measurably decreased the obstacles these sculptors encountered in seeking perfection in the portraiture of children. Yet after all is said and done, this explanation merely dimly illumines the technical triumph of these men. Their imperishable merit is this: In their sculptures of children, without ever being sweet and unreal, they have been able by means of wonderful creative imagination to make the inner spirit shine through the outer substance and so free to the breeze, as it were, the profound secret of the child-soul."—Translation made for THE LITERARY DIGEST.



THE CHILD FIRST INTERPRETED IN SCULPTURE.

From a relief by Luca della Robbia who, with other sculptors of the fourteenth century, were attracted to child-portraiture in stone by the very difficulties of the task.

TO SAVE OUR FOLK-SPEECH

IF MR. BRYCE found what many believe to exist, a lack of variety in American life, the uniformity might be broken by a little effort to preserve the racy, local forms of common speech. So thinks an editorial writer in the *New York Evening Post*, who wonders why our dialectical forms, where firmly stamped and pure, should be treated with pedagogical intolerance. Local newspapers, *The Post* avers, "could do much for their own vigor, as well as for the future of the language, if they would cleave to a rude native tang." Taking also a leaf from the custom of the county societies abroad which make a local study of language, the writer thinks "communities might be got to share the scholar's respect for 'dialectic regeneration.'" Finally, the tendency in some quarters to depreciate the work of James Whitecomb Riley is met by the declaration that "whatever his weaknesses, Mr. Riley has shown that the dialect form may be susceptible of intimacy and variety of emotional appeal." Our store has not the richness of the English or Irish folk-speech, for reasons here examined:

"Diffused education and currents of democratic thought have hindered the birth of provincialisms on our soil as the migratory habits of our population have refused them sustenance. So, too, the growing dominance of urban life has worked against them. Our local colorists have reflected in fiction dozens of distinct forms of dialect, but rather by accentuating the extreme individuality of New England, or the South, or the Far West, than by faithfully reproducing the vernacular of even the most rural community. Any American understands any of our dialect writers, while he would be grieved by the first line of modern Cheshire or Kentish or Norfolk. Our fiction does, however, indicate popular forms of speech, nowadays much endangered.

"The Government has reported the inroads made by the moonlight schools of Kentucky upon the sturdy negligence of the mountain tongue. The picturesque acidity of New England speech, now swamped by foreigners, was vitally distinct from the broad humor of prairie diction, now fast being urbanized; the explosive West of Bret Harte has been civilized to a degree; even in the South, the old Creole-land and the old Virginia are becoming traditional. That these lines of cleavage represented a native vigor is beyond question. The chief agents in their destruction are the schoolmaster and the newspaper abroad. The newspapers could not be written in the style of Sir Thomas Browne or De Quincey, even if such writers were available; but it is unfortunate that they and other agencies are making current a standardized speech that is driving idiomatic coin out of even remote circulation.

"Such idiom smacks of the soil. Wedded to localities, its preservation seems, in theory, feasible. The life of every section is reflected in its speech. Why should it not be taught pride in the very archaisms it possesses? In glory of cadence no American dialect equals 'The Shadow of the Glen' or 'Riders to the Sea.' But we have a storehouse on which we can never afford to turn the key. Take a lower-Mississippi sentence that Clemens might have copied: 'There's been a fray on the river—I don't know how the fraction began, but Dan and Bill feathered into the Joneses with their rifles.' Agincourt bowmen would have understood

'feathered into.' In the tongue of the Appalachians storm is tempest, gay is gamesome, strong is sur-vigorous, the air is the element, agriculture is tilth and husbandry, medicine is physick. The people speak in metaphor as readily as the Tudors. One can hear in the Great Smokies, as in Marlowe, of cowards whose blood is snow-broth and heroes bold as brass. To become ashamed of speech with a colloquial flavor is to become ashamed of the very speech that has primitive thews and muscles. To read the country conversations of that random walker, Clifton Johnson, in his *Highways and Byways* Series, and compare the shrewd point of talk in 'unprogressive' with the stilted flatness of 'progressive' localities, is as instructive as to compare the Lincoln-Douglas debates with present-day Congressional oratory. The homespun language has a past; in it beats the heart of democratic feeling, and its sayings and phrases have a race-old distillation of wisdom."

The first pamphlet of the new British Society for Pure English lays down certain preliminary principles:

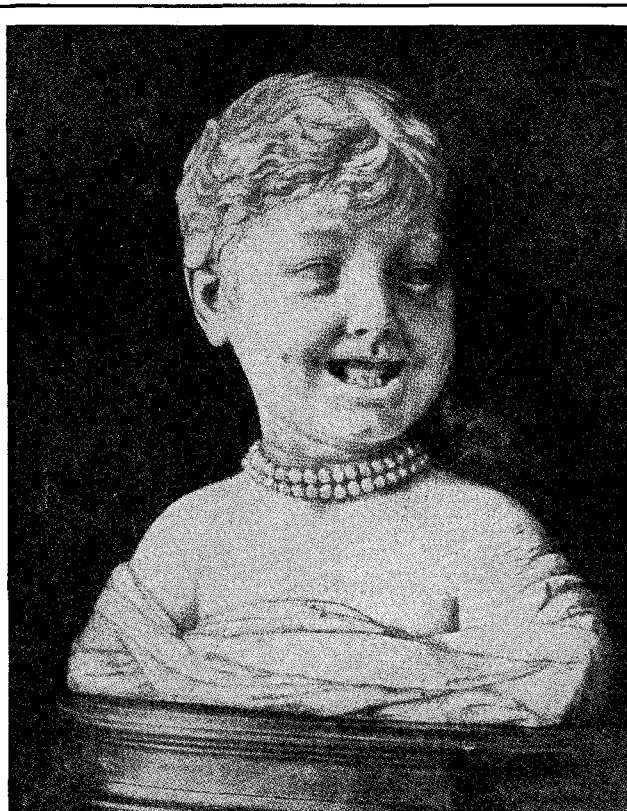
"These chiefly look to a restoration of the old popular sense for native expression—for a speech rich in localism, dialectic raciness, naturalness in idiom and diction. . . . The pamphlet falls in with a general concern over the drying-up of the sturdy vernacular and its encrusting by an artificial, town-bred speech. Correspondents have lately gone into remote districts, only to ascertain sadly that 'journal-ese' had thrown a mortal dart at dialects once as vital as in

Eliot's Lancashire rustics, or Scott's lowlanders, or the Devon of Blackmore, or Wessex of Hardy."

NEW WRITERS FOR GIRLS

THE WOMAN'S MOVEMENT is so occupied just now with thoughts of its own success that it hasn't gone far beyond its own horizons. Lying just beyond them, however, must be the concerns of the girl, and one woman is found beforehand in asking if a new type of girl is to be introduced, and, if so, what sort of books she will read. A week or so ago we found that the boys of to-day had bidden farewell to fairies and even heroes of adventure, and are buckling down to scientific facts. They have found their purveyors, but Miss Clara W. Herbert, head of the children's department of the Washington (D. C.) public library, writes in the *Springfield Republican* a plea for a new order of books for girls. The girl, in adolescence is "emotional, aspiring, and prone to introspection," and is only satisfied with books that present something which seems ideal, "something which she can apply to her own life." Miss Herbert hopes that in future "tales with heroines too stupid or too lacking in imagination to be other than good, and those appealing to the introspective tendency of the girl, will pass away forever, and that we may have for girls in the impressionable, adolescent period reading which shall broaden their interests and strengthen their sinews, mental and moral." Her analysis of the girls' case is interesting:

"The reading of both boys and girls is prophetic; the boy



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THE LAUGHING BOY.

By Desiderio da Settignano, of the company of sculptors "unsurpassable in the sureness of their psychology and physiology."

craves tales of action and adventure. For it is to be his part to go out into the world of action and achievement; the girl wishes to read of characters whom she can admire and whose virtues she can appropriate to her own life. She must find in her books seeds for spiritual growth, so that later she will be able to make home beautiful, her children happy and good, and the lives of all she meets brighter and better. If one watches girls and questions them about their reading, this seems to be the only true explanation of their taste. It is rather appalling to find



ONE OF THE CHARMS OF FLORENCE.

A "bambino," by Andrea della Robbia, which, with others of similar character, ornaments the façade of the Hospital of the Innocents.

that *Elsie Dinsmore* is a most popular heroine, yet I am forced to believe that almost all girls, if strictly honest, do like her, even tho willing to admit that she would not be a happy companion. They consider her a model girl, and, if not laughed at, admire her.

"Again, it is almost impossible to make the average girl read a story not laid in the present time and in surroundings and circumstances similar to her own. Historical tales, and those dealing with life in other lands, are not generally popular, as are the stories of school and neighborhood life, or those in which the heroine assumes charge of the family during the illness, or after the death, of one of the parents. Authors have learned that this is a popular basis for girls' stories. Thus the difficulty is to give to the girl books in sufficient numbers, satisfying this real need of hers—and she will not read them unless they do meet this need in some way—and still give her anything that will be stimulating intellectually. At present there are hardly thirty girls' stories which add anything to her mentally. How is this range to be broadened?"

The easiest thing, of course, is to wonder why Scott and Dickens and classic authors that interested children of a generation ago fail of their charm for those of to-day. But the reason is simple enough and quite in the realm of justification:

"The modern book, with its red covers, big print, attractive and up-to-date illustrations, conversation, and general air of being easily finished, makes the closely printed pages of the older books seem particularly difficult to read, and the strange costumes of the illustrations further deter the child. Moreover, these books are not common talk now as they were when first

printed, and the children seeing them unused on library shelves while the grown people discuss the latest best sellers, naturally prefer something more popular. So, if they read novels at all, they are likely to read present-day ones, which are most sadly unsuited for them.

"Such is the problem of the girl's reading. By the age of twelve or thirteen she is ready for much reading-matter, and we are between two evils, girls' stories, which, innocuous enough in many cases, have no real worth, and modern fiction. Might there be a possible third course, in a revival of interest among grown people in the romances of their youth, so enthusiastic as to plunge the girls of to-day headlong into the glorious pages of Dickens and Hawthorne, Scott or Thackeray?"

"Or is it possible that a new fiction could be created for girls, substituting for the unconvincing and unattractive heroine a more ardent, active, and lovable one? As we look back over the history of children's literature, we see that authors have taken advantage of the idealism of girls, have catered to it, but, in many cases, in an introspective and morbid manner. This was the secret of the popularity of the *Elsie Dinsmore* type and 'The Wide, Wide World.' Miss Alcott's 'Little Women' owes its phenomenal popularity, which has not been displaced in forty-five years, to the fact that the girls she portrays, tho striving to realize their aspirations, are none the less normal, healthy, fun-loving young people. Still later we have a new type in 'Rebecca of Sunnybrook Farm.' Here is an ardent little being who changes all the simple humdrum happenings of a limited life into joyous experiences, whose vivid imagination colors every dull and dreary thing with rosy light. Aside from the pleasure *Rebecca* has given to her readers, she has done much in the education of writers, so that books depicting wholesome, happy-hearted children are on the increase."

FRENCH CULTURE IN AMERICA

THAT the American woman is the dominating influence in the spread of French culture in her country is the statement of James Hazen Hyde, according to a writer in the *Paris Temps*, who is considering Mr. Hyde not only as chief propagandist of the French-American interchange of ideas, but also in his first appearance as a lecturer on this subject before a Paris audience. Mr. Hyde, who was once prominent in life-insurance circles in America, began his activities in the field of French literature, we are reminded, in his college days. It is largely due to his efforts that since 1903 there has been continuous intellectual intercourse between France and the United States through the medium of exchange lecturers. The reason American women are preeminent in this movement, according to Mr. Hyde's reported opinion, is that American men are wholly absorbed in business, as in other days men were preoccupied with war. They do not put on armor now, and directors' meetings have taken the place of tournaments. But as was the case in France in the thirteenth and in the seventeenth centuries, it is only the women who have leisure for literature. In suggesting that American women had acquired their taste for literature from French women, Mr. Hyde pointed out the part borne by the Rue de la Paix in the process, saying: "They begin to learn French in order to buy their gowns. Later they read French novelists and historians." Of American preferences in French literature Mr. Hyde puts as first choice the novel, especially that of "the cloak and sword" school, as, for instance, "The Three Musketeers," and the "detective story." Novels of the naturalistic school have been widely read, he admits, but have not been approved. The purely psychological novel does not appeal to Americans, because, as Mr. Hyde explains to the writer in *Le Temps*—

"We are as an adolescent of eighteen years of age. We are younger, more simple, less complex in our nature than you. Our life has been too busy, too full of action. We have not had time to put ourselves into the melting-pot, to analyze ourselves—at least not up to this stage.

"Americans like the short story, which, 'limited in extent and dramatic in idea, obliges the author to go straight to the point.' They have a warm regard for Daudet and for Coppée.

They read memoirs of the eighteenth century and popular history, such as accounts of Jeanne d'Arc and of Napoleon. They are charmed with the literary criticism of a Sainte-Beuve, a Taine, or a Brunetière; but they are not much drawn to the poets. They have no time to dream, and care little for 'the allurements of *dolce far niente* or the sadness of silence.' The poetry of Americans is in doing things. On the other hand, they are very fond of the theater, altho the contrast of temperament and of life between the French and the Americans naturally results in a difference of taste in the kind of plays they like.

"Americans go to the theater for relaxation, and not for the purpose of working out problems, either social or sentimental. They are thoroughly optimistic, and so 'they do not like plays that have an unhappy ending.' Also, they are whole-souled in their admiration for 'the symmetry, the logic, and the clarity of French plays,' which explains why Sardou and Dumas fils, the latter especially in 'La Dame aux Camélias,' are the authors most frequently translated and played. Americans, moreover, show an increasing tendency to appreciate, in particular, plays on American subjects, written for the American public by American authors, yet having something of a greater boldness and of a deeper candor, thanks to the influence of the French theater."

On the whole, the interviewer records further, Americans realize that they have much to gain from intercourse with France, and they have a most lively and an increasing sympathy for her literature and for her ideals. To-day they seek through her to achieve their "intellectual and artistic independence," as in the past they had recourse to her to gain their political independence. Finally, in answer to a question about the origin of his great attachment for the country in which he now resides, Mr. Hyde could only say, "in very pure French, touched with a tone of foreign accent":

"I have always liked France. My first visit here was made when I was five years old. As a child I spent much of my time with my father, who urged upon me the study of French and German. French literature fascinated me. French life, when I was old enough to understand it, held me captive. I bought a house; and here I have found content in living. Besides, as an American I enjoy the pleasant memory of the long stretch of one hundred and thirty-seven years, that is, since 1776, during which no real cloud has darkened the horizon of French-American relations. There have been times when we have been greater friends or lesser friends, but there have never been any actual differences between us. This is a fact unique in history."—*Translation made for THE LITERARY DIGEST.*

WHAT A COLLEGE YEAR COSTS

THE QUESTION of cost opens or closes the college door to hundreds of young Americans. Our millionaire standards have lately made this a debatable question. Ten thousand dollars is said to be the pocket-money of some scions of that class, tho one who bears the name of Morgan is reported in the newspapers as paying his way through a Harvard year with a paltry \$1,500. Halving this and then clipping off half a hundred is enough for a student's necessary expenses, including his tuition and board, declares the president of Hamilton College, and the heads of Harvard, Princeton, Dartmouth, and Brown concur. Sponsors for Columbia and Wesleyan Universities reduce the sum to \$500, and claim no hardships would be endured. The New York *Sun* prints some answers to the question whether \$700 a year is enough, and begins with President Lowell, who says:

"Should a young man be able to go through college on \$700 a year? Certainly he should, at least at Harvard. A great many students do so. The unavoidable expenses are, tuition, \$150; board, \$150; and room, \$54, making a total of \$354. Allowing something for books, stationery, and possible laboratory fees, it may roughly be said that the unavoidable expenses amount to \$400 a year.

"This leaves \$300, which is a comfortable margin to pay for such other necessary expenses as clothing, washing, and the like, as well as for a reasonable and desirable amount of recreation. Not only should a young man be able to go through Harvard on \$700 a year, but, at the same time, he should be able to take part

in the various philanthropic, social, and athletic activities which are so important a part of the college life.

"As proof of this it may be stated that several of the highest-rank scholars and several undergraduate leaders are spending less than \$700 a year."

President Hibben, of Princeton, shows that during 1912-13 the college records prove that the actual college expenses ranged



HEAD OF DONATELLO'S "DAVID."

The fourteenth-century sculptures of children, "without ever being sweet and unreal," reveal "the profound secret of the child-soul."

from \$100 to \$900 a year, proving that the student himself can arrange his expenses to suit his income:

"I am sure that a young man could go through college most comfortably on \$700 a year. From our treasurer's office I have obtained the following information concerning the students of the university, for the year 1912-13, for actual college expenses paid to the treasurer:

Amount per year	Number of Students
Less than \$100.....	8
From \$100 to \$200.....	46
From \$200 to \$300.....	76
From \$300 to \$400.....	95
From \$400 to \$500.....	141
From \$500 to \$600.....	507
From \$600 to \$800.....	422
From \$800 to \$900.....	5

"I can not definitely state what the personal expenses may be above the amount of the actual college bills, but I think it is fair to infer that they would be in proportion to the amount of the college bill itself."

Seven hundred gives a Dartmouth man a generous surplus for social and athletic activities, according to President Stryker. Five hundred is liberal for necessary expenses, and "a good many would be glad to start in with the remaining \$200 and take their chances on this covering all other items." President Faunce, of Brown, deprecates poverty, which "often means worry, depression, and inefficiency in college," but "seven hundred dollars in most American colleges is enough to enable one to forget things and emphasize persons." In the spending of money at college, says President Shanklin, of Wesleyan, "much depends on that invisible, but all-pervading influence which is called the college atmosphere."

RELIGION AND SOCIAL SERVICE



CHICAGO'S MEMORIAL HOTEL FOR THE UNEMPLOYED

THE SELF-RESPECTING MAN out of a job is the kind of guest welcomed at the new Rufus F. Dawes Hotel in Chicago. On the second night of its existence the hotel was filled to capacity at eight o'clock, according to the *Chicago Tribune*. And every evening now, says another Chicago daily, "the big lobby is filled from opening time, at 5.30 P.M., until bedtime with a capacity throng of clean-cut,

"We have a labor scheme for getting men employment. We expect to get a list every day from the larger concerns that need men. Then we will give the men slips telling them where they can go for employment. There will be no charge for this. There will be as few rules as possible. The men will register just as in any other hotel, but they must take a bath before they go to bed."

The hotel, we read in a descriptive article in *The Inter Ocean*,

can rank with any "in outward appearance and inward cleanliness," and the plan is:

"to provide lodging and food at absolutely nominal cost for all men who wish to be decent citizens and who will accept work when offered.

"Five cents is charged for one of the 200 beds placed in the ward-rooms.

"Ten cents is charged for a single bed in a private room, there being 100 of these.

"Eight cents pays for a meal of the following menu:

Soup.....	2 cents
Coffee.....	2 cents
Doughnuts.....	1 cent
Pie.....	3 cents

"No charge is made for use of an individual shower-bath, equal in every respect to one provided by the best of clubs."

But one man's story of a day in the Rufus F. Dawes hotel gives a better idea of it than a mass of statistics, thinks the *Inter Ocean* writer. So Hugo Varick is allowed to tell his experience as follows:

"I had a job that started at five o'clock in the morning removing bricks from a torn-down building in the neighborhood of the hotel. One

of the men working with me told me about the hotel. I stuck my money in my pocket, paid a nickel to telephone the grocer, who notified my wife, and paid another nickel for a bed at the hotel.

"They made me register just like the blokes do at the Blackstone, and handed me a key with a rubber ring around it that just fitted over my wrist.

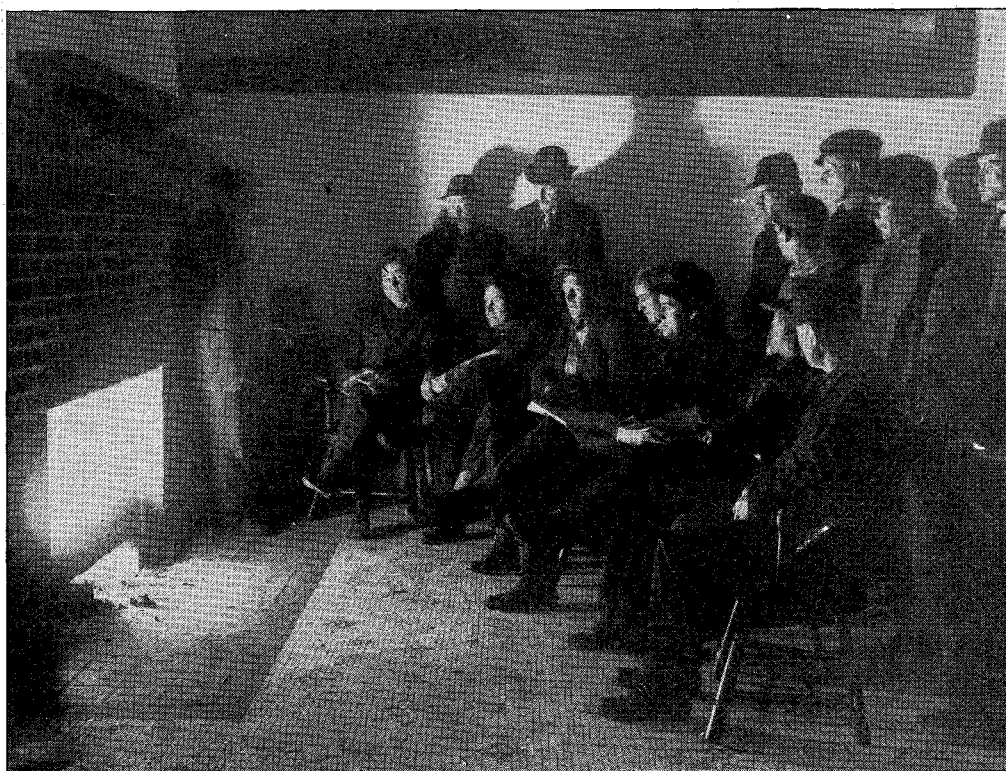
"Give me a call for 4.30," I said, and the man at the window said "O. K." and shook hands with me.

"Want any meal checks?" the guy said.

"When he told me what I could get a regular feed for I blew the whole eight cents, and they showed me the way along to a regular first-class dining-room. We didn't have any towels—I mean those napkin things—but we had a fine feed, and then we went up and loafed and smoked in the prettiest hotel room I ever saw. There were pictures on the wall and a big flag, just like the one that Fighter Perry had and on which he wrote 'Don't give up the ship.' Well, none of the boys I was talking with was thinking of giving up any ship.

"By and by a bell rang and the word was passed around to get into a bath. I was looking for an old tub, but they showed me into a dandy two-room apartment. You can hang your clothes and sit down in one room and in the other there is a lot of nice warm water that shoots down from a water-bucket over your head.

"I was having a good time when I was told to come along to



AT EASE IN THEIR INN.

Unemployed men taking comfort before the big, open fire in the lobby of the Dawes Hotel. The conversations heard here, we are told, "are not profane or frivolous," and the cheerful, spacious lobby is filled every evening with a crowd of serious-minded men. A flag with the motto, "Don't give up the ship," hangs on the wall. "None of the boys I was talking with," said one lodger, "was thinking of giving up any ship."

serious-minded men." Here is a memorial built by a father as a tribute to his son, which, in the *Chicago Inter Ocean's* opinion, is "probably destined to rank with Hull House as one of the most beneficial institutions of its kind in the country." Charles G. Dawes, former Controller of the Currency of the United States, now president of the Central Trust Company of Illinois, built the hotel in memory of his son Rufus, who was drowned at the age of twenty-one, a little over a year ago. The younger Dawes had, it seems, discust with his father the establishment of some such "refuge for the man who is trying to get back on his feet." So the father has put over \$100,000 into the erection of the building at 18 South Peoria Street, which was opened on New-Year's Day. Mr. Henry M. Dawes, brother of the founder, does not expect the hotel to pay for itself, at least for some time. Tho if it could be made self-supporting, he remarked to an *Inter Ocean* reporter, "I believe it would encourage a great many men to build similar structures in other cities of the country." And he continues:

"We will not provide permanent lodging for any man. Men will be accommodated while they are searching for employment, but the professional idler will not be welcome.



THE SON,

Rufus Fearing Dawes, whose name will be remembered by thousands of men who have been tided over a time of temporary discouragement.

the locker. There was a regular bank place where I put my clothes, and they gave me a pair of slippers and some of those pan jamma things, all pink and white, and then I trailed along to bed. The boys were all feeling proud and haughty in their new clothes, but, believe me, it was the best bed I ever struck in a long while, and I went off to sleep like a top.

"It didn't seem no time until some one shook me and asked me if I was a 4.30, and I said I was. I gave up my pan jamma things and got my clothes back, and was the first man on the job in the morning. Before I could get out they took away from me that rubber bracelet with the key. After I finished the second day's work I had so much money I just had to get home and hand it over to the missus."

That very important personage, the clerk, is one John Hansen, who has been connected with the Chicago police force for twenty years, knows many of the lodgers, and is considered capable of handling any situation that may arise. His chief trouble so far, says *The Inter Ocean*, "has been the gentle reminding in forceful words to many of the daily applicants that they can not expect to make of the place a regular lodging-house, and that it is up to them to get work and take care of themselves."

The writer we have been quoting believes that the plan of the Dawes hotel "will be quickly copied in other parts of the country." Inquiries from St. Louis, Cincinnati, New York, and other cities show a keen and wide-spread interest, we are informed. And further proof appears in an editorial in the *El Paso Herald*, describing the Chicago venture and setting forth El Paso's need for something of the sort. To conclude with a few more details regarding the Chicago hotel as given by the *El Paso* paper:

"The hotel is built on most modern lines, strictly sanitary in all appointments. Heating and ventilation are automatically regulated; there is every appliance for cleanliness of building, bedding, furniture, persons, and clothing. . . . The beds are furnished with fresh sheets daily, and the water-proof mattresses are cleaned with a hose. The building is absolutely fire-proof, and there is no wood about the sleeping-apartments. A cafeteria is conducted in the basement.

"No man will be given permanent lodg-

ing, but any man who will abide by the rules will be housed while looking for employment. 'Tramps' will be discouraged at all times, as the house is meant for the worthy unemployed. A labor bureau will be run in connection with the hotel; large concerns will be asked daily for notice of men wanted, and the guests of the hotel will be given slips telling where to look for work. 'There will be few rules, but every man must take a bath before he gets a bed.'

"There is a sound basis to philanthropic efforts of this sort. Men who were interviewed the first night by the papers declared that if the accommodations had been free they would not have come in. They valued the opportunity to pay even a little for the shelter. The average man prefers to pay his way even when he is temporarily down. There is no wisdom in merely doling out free gifts, unaccompanied by efforts to assist the unfortunate to reestablish themselves."

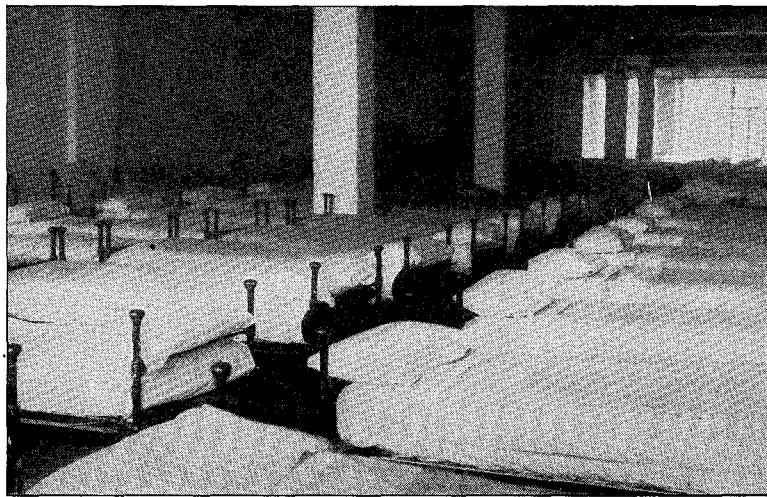


THE FATHER,

Charles G. Dawes, who built the Rufus F. Dawes Hotel as the most fitting memorial to his son, who was drowned on September 5, 1912.

THE CARTOONIST CALLED DOWN—Wit and art are often basely prostituted nowadays by newspaper cartoonists, thinks the editor of *The Homiletic Review*. "Hardly a week passes without a cartoonists' invasion of the right of human personality to decent respect." "To let it pass with indifference to the offense it gives to our fellow men tends to dull the moral sensitiveness into callousness to other wrongs," in this writer's opinion, and he believes "the boundary lines between right and wrong in this region of social relations have been blurred, and need to be redrawn distinctly." And the editor proceeds to redraw them:

"First, the public right to criticize the public's servant is indisputable. It is a duty also, since judicious criticism promotes better service. Second, in such criticism ridicule may be employed as legitimately as logic, and sometimes even more effectively. Even in mathematics a proposition is sometimes demonstrated by showing that its contrary is absurd. Of this sort is a cartoon depicting a man attempting to ride two horses galloping in opposite directions. Third, the fundamental moral law of good-will draws the line beyond which ridicule is culpable and immoral. The grotesque cartoon which puts the head of a public man on the body of a jackass is not ridiculous but improper. The burlesque caricature



THE FIVE-CENT BEDS.

There are 200 of them. Lodgers must bathe before retiring, but are provided with the luxury of slippers and night-garments, "pan jamma things" that make "the boys feel proud and haughty." In the morning the man who wants to look his best before going to work or to search for it is given the use of a safety-razor and shoe-polish.

which distorts the features of a well-known face is simply coarse mockery, resented as such by any one who applies to it the rule, 'Put yourself in his place.' The victims of such treatment may get hardened to it, as they do to the mendacity of yellow journals, to which it is allied. But none who is intent on moral culture will suffer himself to regard personal vilifying with aught but disgust. That such lampooning is especially demoralizing to young people, too prone to disregard personal rights, is evident. The Mosaic law, which modern practise lags behind, respected even the personality of criminals by limiting the number of lashes laid on them, 'lest thy brother should seem vile unto thee.'

AGAINST THE TANGO

CONDEMNING not only the tango, but the whole "new-paganism" of which it is declared a part, Pius X. gives his approval to a letter written by Cardinal Basilio Pompili, Vicar-General of Rome, reproving the sins that are creeping into our civilization. The new paganism, the Cardinal says, in a letter printed in the *Osservatore Romano*, the organ of the Vatican, "is threatening to overwhelm the faithful." He urges the clergy to "warn people of the grave offense against God of participating in amusements which are incitant to corruption." So far as mention of the tango is made the Cardinal Vicar confesses himself "deeply grieved to learn that an attempt is being made to introduce a certain dance from over the seas which gravely outrages modesty and which has already been condemned by many illustrious Bishops and prohibited even in Protestant countries." The letter, so newspaper dispatches aver, was edited by the Pope to eliminate some of the vehement expressions it originally contained. The Cardinal Archbishop of Paris, however, has been more unsparing. His letter, we are told by the press, declares dancing the tango a sin which must be confest and for which penance must be done, and adds:

"We condemn the dance imported from abroad known under the name of the tango, which, by its nature, is indecent and offensive to morals, and in which Christians may not in conscience take part. It will, therefore, be the duty of confessors to take notice of this in the administration of the sacrament of penance."

Cardinal O'Connell, of Boston, has followed the Cardinal Vicar in as comprehensive views, seeing in "the play, the magazine, the ballroom," evidence of "an ever-increasing disregard of even the rudiments of common decency of dress, of deportment, of conversation, and of conduct." In a recent sermon, rather fully reported by the *New York Sun*, he says:

"Little by little the bars have been lowered, letting out the few influences which held society in restraint and letting in a very flood of folly, of insatiate greed for amusement of any and every kind, until what even a few years ago would make a decent woman blush to see in others has become so common that even decent women now accept as a matter of fact for themselves and their daughters.

"We need be neither prude nor Puritan to see and to realize that something is passing in the heart and the mind of the women to-day which is leaving them hard and unwomanly, and that year by year this transformation goes on until, if it continues, there will be neither home nor family, nor normal womanly nature left.

"If this is the new woman, then God spare us from any further developments of an abnormal creature. Certainly this is not the Catholic woman who is true to her faith and is not easily influenced by these modern fads of a new paganism. She has her standards and she stands by them unchanged."

Many other Catholic bishops, in answer to an appeal from the *New York Times*, join in vehement denunciation. The letter of Bishop Schrembs, of Toledo, is characteristic:

"In answer to your recent communication, permit me to say that the amusements of a people are, in a measure, a reflex of its morality. There is a wave of sensualism sweeping over the land to-day, and on its crest it has carried with it the suggestive

fashions of dress and the nauseating revels and dances of the brothel. 'Dress and dance under such conditions' are destroying the very sense of womanly reserve and decency. They were born of the sensualism of the brothel, and they quite naturally beget sensualism in return."

Previous to these public denunciations by the Catholic Church, Rabbi Wise, in Carnegie Hall, launched a philippic against dancing. In the *New York Tribune's* report he is represented as saying:

"My objection to so-called modern dancing arises out of the belief shared by many that it is only a phase of the wide spread social deterioration which we see about us. Nothing could be more serious to a democracy than that general lowering of standards, that wide-spread debasement of tone, the evidences of which are many and multiplying.

"Not only does clean dancing seem to have passed, but even decent walking is much too rare. One is nauseated by the spectacle of women walking in suggestive and vulgar fashion. There is much about the manner and the matter of womanhood to-day that suggests a lowered attitude toward life. The women of the streets, and not merely the women of the streets, look as if they would copy the fashion of the creatures of the harem, save that they lack the modesty of the women of the harem to be seen in Eastern lands. The theater but reflects the atmosphere of our day, some of it fine and of high purpose, but more of it pandering to tastes diseased and decadent.

"No sane man would belittle the joys of life nor cloud the brightness of life's sweet and wholesome pleasures. But that is not joy nor gladness which, in the guise of modern dancing, can be had only at the cost of life's finest and tenderest sanctities.

"Nearly all men and women were shocked when these wretched dances were perpetrated for the first time. If one were to enter a New York ballroom to-day for the first time after ten years' absence he would be struck dumb and speechless with disgust and astonishment at the degeneration which has come to pass within a little time.

"That older people indulge in the new type of dancing excuses neither the dancing nor the fools of an older growth who suffer themselves to be enticed by its low and vulgar fascination. Modern dancing is popular, not because of its grace, but because of its appeal to our lower nature."

The *Times's* questionnaire was answered by prominent clergymen of Protestant denominations, also, many of whom were Episcopal bishops. Their position is rather one of caution, realizing the possibilities of danger in overindulgence, but also holding that the dances are refining themselves. Bishop Nelson and Bishop Darlington are of this persuasion, the latter saying:

"My own opinion, so far as I have been able to observe, is that the new dances are no worse than the old dances which preceded them. In fact, I think the tendency is more and more toward stately walking dances and will eventually bring back the old-time minuet, to which there could be no possible objection. The present craze for dancing which has driven out so completely the former craze for bridge-whist, is a great improvement. Gambling and drinking could be combined with bridge-whist, but they can not well be with dancing. Evil-disposed persons will make evil of anything, but the tendency of dancing in proper places and under proper chaperonage is, I think, beneficial and proper."

Opinions of the attitude taken by the clergy naturally besprinkle the daily press, the *New York Mail* saying:

"It is no innocent indulgence in the pleasures of graceful rhythmic movement that has drawn from the churches of England, France, Belgium, the United States, and other liberal civilized nations such grave public protests and warnings.

"There is a harmless and beautiful dance, also called the tango, which carries the stately spirit of the old minuet, but it is against all reason and experience to suppose that it is this innocuous pastime that has made tango-dancing an irrepressible passion.

"The tango which appals lovers of sound manners and morals is an immodest and basely suggestive exercise tending to lewdness and immorality.

"Every decent home should be on its guard against what the Pope calls 'the new paganism.'

"Yet the mere name 'tango' should not be allowed to prejudice society against a modest and graceful dance properly executed."

MOTOR TRUCKS



HOW TO GET THE MOST OUT OF TRUCKS AND WAGONS

By HARRY WILKIN PERRY

Secretary of the Commercial Vehicle Committee of the National Automobile Chamber of Commerce

THERE are various ways of making the motor-truck and delivery-wagon return the largest interest on the investment. Some of these methods can be used in conjunction one with another, while others are diametrically opposed one to another. In considering them it is necessary to keep in mind the requirements of the particular business in which the vehicles are used. Methods that will produce desired results in one case may not apply to another.

In dealing with the motor-wagon, a distinct advantage is gained by dismissing as completely as possible from the mind everything relating to horse service. The subject needs to be approached with a mind free from ways and standards associated with draft-animals. This is more difficult of performance than may be supposed, for standards of haulage and delivery have been fixed, from time immemorial, by the limitations of horseflesh. One can not instantly dismiss these limitations and horse requirements from the mind. There is need of knowledge of the capabilities of the power-vehicle. Such knowledge is possessed extensively to-day among leading industrial and mercantile houses as a result of direct experience with their operation.

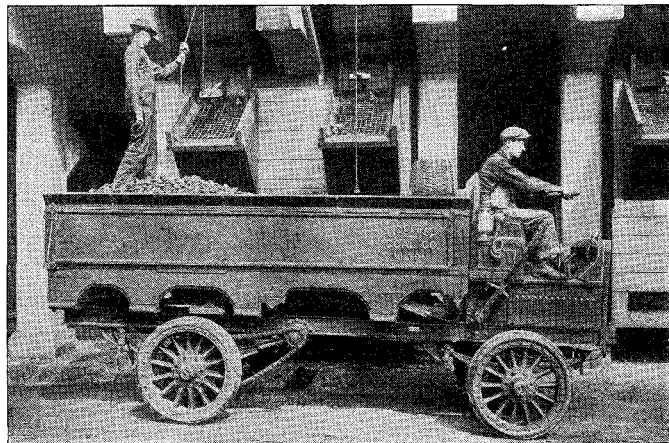
The motor-truck and delivery-wagon have been introduced into the business life of the nation so recently, speaking relatively, that by the great majority they are looked upon merely as substitutes for horses and wagons. They are treated to a large extent in the same way and, as a rule, advantage is not taken of the many opportunities that exist for improving the service. Even as conditions are, the power-vehicle is proving a boon to business; it expedites and assures deliveries, cheapens haulage, extends trade territory, increases business, and relieves traffic congestion and street delays.

It is not to be expected, except in individual cases, that improved methods will be adopted which will enable owners of

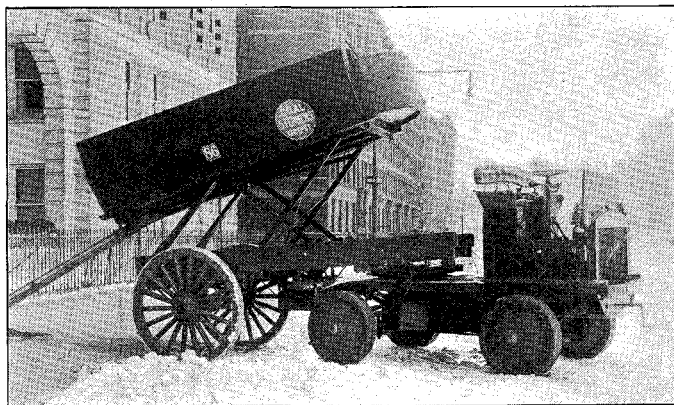
these vehicles to derive the largest measure of utility from them until power-vehicles predominate in city traffic, but every owner can do something in his own establishment toward this end. A large number of owners have put into operation ideas that increase the working capacity or decrease the operating and maintenance costs of their machines. It will be to the advantage of all other users or prospective purchasers of trucks to learn how valuable these ideas are, in so far as they can be applied to one's own business.

more continuously it is operated, the more economical is its work.

The motor-truck or motor-wagon rep-



Well-arranged coal-pockets with chutes permitting of rapid loading.



A heavy duty tractor hauling a coal-truck with well-designed dumping body.

Every employer knows how important it is, from the standpoint of economy, to keep his employees steadily at work to

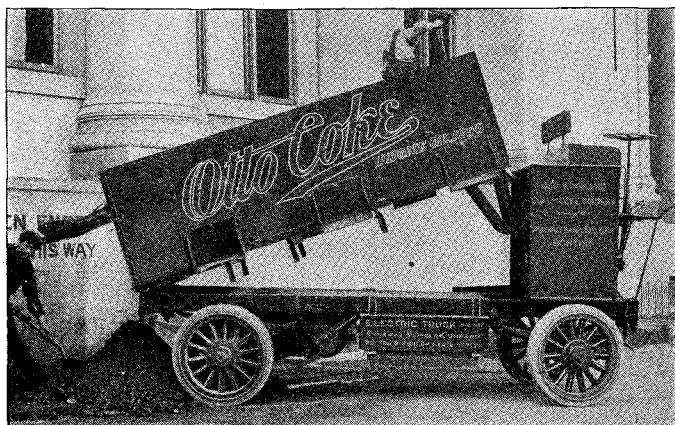
the highest point of efficiency. There is something wrong with a system that permits workmen, clerks, or office help to be idle part of the time. This is even more true of the machinery in a factory. Human muscles become tired and require a rest. So do the muscles of horses. But machinery is tireless. So long as it is kept properly adjusted and oiled and is regularly inspected and overhauled, the

resents an investment on which there are fixed interest and depreciation charges, insurance, and garage expenses. These remain practically the same

whether the vehicle is operated two hours or ten hours a day. The average cost of operating and maintaining a three-ton truck under normal conditions is approximately \$12 a day, including driver's wages. If the owner will think of the truck as an employee and this sum as his daily wage, he will have no difficulty in seeing the waste that results from every hour that the machine stands idle. The motor-truck is doing useful work and fulfilling the purpose of its purchase only when it is actually running on the road (omitting from consideration for the time being special cir-

cumstances in which the engine is used for auxiliary power, as in hoisting, pumping, etc.). All time spent in waiting for loading and unloading, package deliveries, traffic delays, and so on, is a dead loss to the owner. If an employer saw a workman or a clerk standing around doing nothing, for half of every day, he would soon take steps to find a way to keep him fully occupied. The same thing should apply to a motor-wagon. A motor-wagon's salary—represented by the cost of maintenance and operation—may be \$25 to \$50 a week, exclusive of driver's wages. Half of this is wasted if the vehicle is standing half of the working-day. In actual service more than five hours in every ten-hour working-day is spent by the truck or wagon in waiting.

In order to save as much of this lost time as possible, it is first necessary to determine how much it amounts to. This can be done by putting a man on the vehicle to make a record of all movements and waits of the



Here is shown a coal-truck well designed for efficient side or end unloading, but its efficiency is reduced by lack of proper coal-hole arrangement, making it necessary to rehandle the load with consequent delay.



Wealth of the Hair depends upon Health of the Hair

The first step toward increasing the beauty, softness and lustre of your hair is to ensure the *normal* activity of your scalp.

Dandruff, falling hair, a tightly drawn scalp—all are signs that your scalp is *not* in a healthy condition.

The usual causes:

- 1—A weakened, run-down system.
- 2—Neglect of the scalp.

The first cause demands the attention of your physician.

The second—neglect—demands your immediate attention.

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Packer's Tar Soap does its work well. It contains the especially selected pine-tar that gives "Packer's" its well-known healing and soothing properties.

Packer's Tar Soap gets at the *cause*. It clears the pores from clogging impurities and leaves the scalp clean, refreshed and invigorated.

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machine, giving the causes and duration of all stops, including time occupied in loading and unloading at all points. Another and better way is to fit each vehicle with an automatic recording device, of which there are a number of makes in the market, that will give graphic records of all movements of the vehicle during each twenty-four hours.

Taking at random a few examples of actual records taken on delivery trips, it is found that on one trip made by one of the large Chicago concern's trucks from Union Stock Yards to down-town wholesale markets in Chicago, the total running time for the round trip was 1 hour 10 minutes; loading and unloading time combined, 1 hour 35 minutes, and idle time due to checking, etc., 1 hour 17 minutes; so that out of a total of 4 hours 2 minutes, the truck was running only 1 hour 10 minutes, or a little more than one-quarter of the time. In the case of a grocery-truck operating in St. Paul, the truck was idle 78 per cent. of the working-day. A truck in the service of a St. Paul department store arrived at the store at 8 A.M., waited 1 hour 29 minutes for loading, covered a route of 14 miles, made 102 stops for delivery of 152 packages, stopped 25 minutes for the driver and helper to get lunch, and returned to the store at 2:11 P.M. The average time per stop for deliveries was 1 minute 9 seconds. Probably the only place where a substantial saving in time could be effected in this service is in loading, which occupied nearly one-third as much time as the entire delivery trip. Thirty-two additional deliveries could have been made in the time spent in loading.

Having obtained such records, the next move is to find out how much of this lost time can be saved. Some of it is unavoidable, of course, but there are many ways of reducing it. It is entirely possible, in many lines of business, to use hampers, trunks, or crates which can be filled and routed in the store and got in readiness to load into the motor-wagon or truck immediately upon its arrival at the shipping-room or loading-platform. This system is followed by certain large department stores which haul the trunks or hampers in large gasoline-trucks to suburban depots and there transfer them to electric or horse-drawn delivery-wagons for local distribution, each hamper or trunk being numbered or lettered for a definite route so as

to avoid loss of time in sorting and routing the parcels at the depots and on the wagons.

Some factories and stores carry this a step further by having removable inner bodies or crates mounted on wheels or rollers so that the entire truck-load can be made up while the truck is hauling a previous load. This loaded inner body can be run into the closed van body of the truck in a few minutes, when the truck returns and the empty

crate from one of the depots is removed. By this system from one to two hours or more can be saved in loading and unloading time of the truck on each trip.

Of course, every one is familiar with the time-saving dump-trucks used by contractors, and self-emptying coal-trucks. Modifications of these ideas can be applied to other lines of business much more generally than they have been up to the present. There seems to be no reason why brewers' trucks, for instance, can not be made with removable bodies that can be run off of the chassis upon loading-platforms and there fully loaded with half-barrels or cases while the chassis picks up and departs with a similar body previously loaded. Several manufacturing and wholesale hardware concerns have devised overhead trolley systems by which heavy goods can be loaded in a fraction of the time that would be required by old-time hand methods. In at least one case the truck-body is made in two removable sections that can be picked up by an electric car suspended from an overhead rail and run to any desired part of the factory to be loaded. Contractors on the new aqueduct in New York City use removable truck-bodies that are picked up by huge cranes for loading at the shafts. Ready-loaded bodies are then deposited on the chassis and hauled to the dump. By such means the trucks are kept moving almost constantly, the waits for loading and unloading average from a minute to a minute and a half.

A fundamental difference between the motor-truck and the horse is that the horse needs frequent periods of rest between hauls, while the power-vehicle does not. This is one reason why it is necessary to get horse standards out of the mind as completely as possible. With a commodity like hard coal, gravel, crushed stone or sand, the saving of time can be effected by the use of overhead chutes at the pockets or crusher and by special tipping or elevating bodies on the trucks. The material runs in and out by gravity. But in other trades, where hand-loading methods are unavoidable, removable bodies or crates or some other means must be adopted to avoid keeping the operative mechanism of the vehicle waiting during the slow loading process. Large lumber-dealers frequently use yard wagons on which the loads of lumber can be arranged at the piles and left standing. The truck is fitted with rollers



This truck permits of gradual dumping, preventing the bricks from breakage and yet unloading in quick time.

on the platform which are turned by cranks on the ends so that, after backing the tail of the platform under the end of the load on the yard truck, the entire load of three to five tons can be rolled upon the motor-truck as a unit. It may take a couple of hours to load the yard truck but less than five minutes to transfer the whole load to the motor-truck. Upon arriving at the destination of the load, the entire load can be discharged by the driver in less than a minute by rolling it back until the rear end of the load tips down to the ground, and then mounting to his seat and driving the truck from under the front end of the load.

One can, by inquiry among commercial-vehicle makers and dealers, learn of time-saving methods applicable to most lines of business. Or, failing this, he can, by the exercise of his own ingenuity or by enlisting that of some body-maker noted in the trade for this sort of work, evolve a special body design or loading system of his own.

The motor-tractor is proving most economical for hauling in various lines of business. It is coming into extensive use by contractors, coal-dealers, lumber-merchants, and others for hauling large loads on trailers.

CHARTS SHOWING OPERATING IN-EFFICIENCY AND EFFICIENCY.

The columns in outline represent total daily operating hours, the solid black columns show the actual working hours. The statistics are from trucks in similar lines of business.

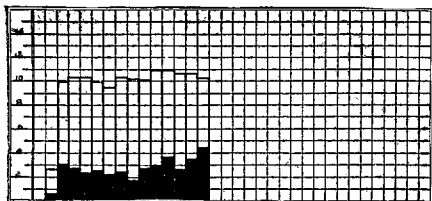


FIG. 1.—Relation of working to idle hours in motor-truck operation. This truck is working on an unprofitable basis.

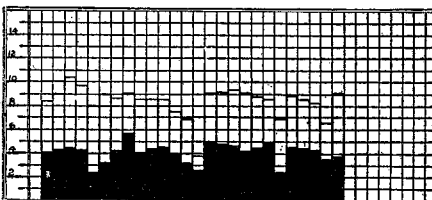


FIG. 2.—Diagram showing a truck engaged in the same work as Figure 1, but on a profitable and efficient basis.

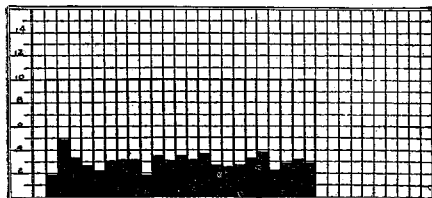
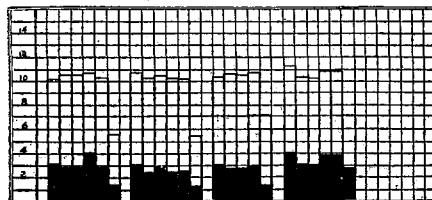
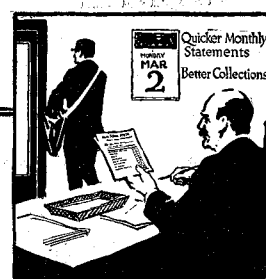
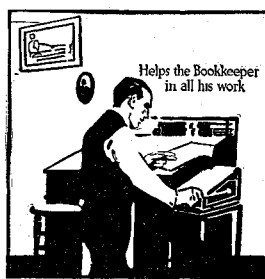


FIG. 3.—A thirty-day analysis of an unprofitable truck.



From "The Scientific American."

FIG. 4.—Record chart showing the same truck as in Figure 3, after the management had investigated its delivery system and instituted efficient methods.



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A MACHINE that makes it easy for the chief executive of a business to get, each day, all of the details of that day's transactions, classified, analyzed and arranged in a complete, compact report, easy to read, understand and refer to—

A machine that makes it easy to get out complete statements of each account, promptly on the first of the month, when your chances for good collections are greatest—

A machine that makes it easy to get through with annual inventory work quickly, the results tabulated to show significant facts clearly and arranged for easy reference—

A machine, in short, that saves work and worry for the bookkeeper and money for the firm at ALL STAGES of bookkeeping operations and in ALL KINDS of work—

This kind of a machine is a profitable investment for any business, for it pays for itself over and over again in so many ways and so many places.

WALES Visible Adding and Listing Machine

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Such a machine is the WALES—the speediest, easiest to operate and the most versatile machine ever built. And to prove it we are willing to place the Wales in your offices for a thorough trial at our own expense, in direct competition with any other machine on the market, the minute you say the word.

Then, after we have thus convinced you, we will protect you with the only FIVE YEAR GUARANTEE ever offered with an adding and listing machine.

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The booklet for merchants explains a simple, practical method for converting an annual or semi-annual store inventory into a permanent or perpetual inventory.

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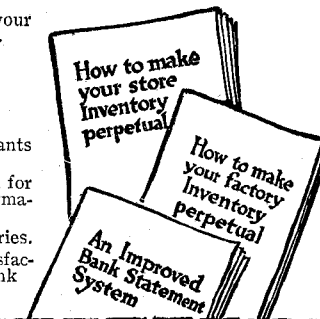
The booklet for bankers explains a simpler and more satisfactory method than has so far been devised for getting out bank statements.

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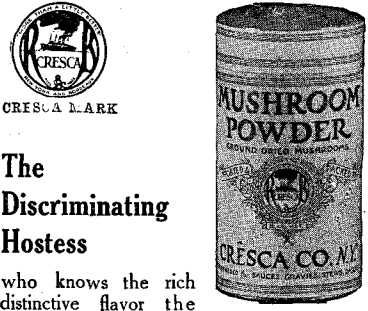
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Eighth pound tins, 65c Quarter pound tins, \$1.10
One pound tins, \$3.15

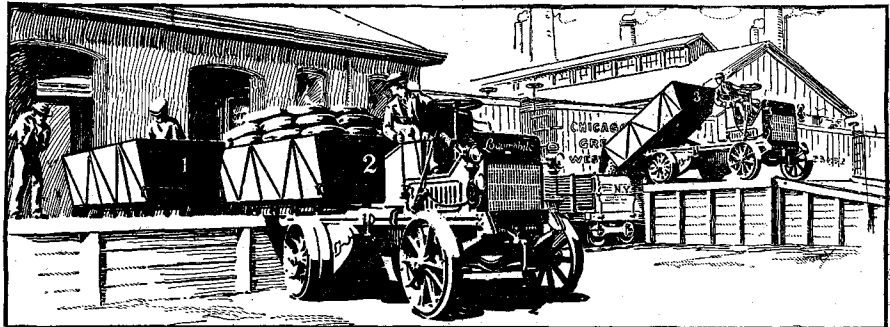
The fascinating Cresca story and a collection of unusual menus and recipes will be found in our booklet, sent for a two cent stamp.

CRESKA COMPANY, Importers, 370 Greenwich St., N. Y.

It is entirely feasible to use the tractor with ordinary horse-drawn wagons adapted for use as trailers. These can be so constructed that they can be left and picked up at will, just as a locomotive couples up to a freight-car and hauls it wherever desired. In fact, the motor-truck should be looked upon as a road locomotive and freight-car combined, and, as much as circumstances permit, the two parts should be separable, so that the largest amount of work can be got out of the locomotive part. Just consider for a moment how it would increase the cost of haulage of freight by rail if each freight-car carried its own power plant and this

investigate along the lines that most directly concern his own business.

There are a number of causes of delay that result in direct loss to the owner of road vehicles, but which are beyond his immediate control. These apply equally to owners of motor-wagons and horse-drawn vehicles; altho the loss is greater per vehicle in the case of the motor-wagon owner because its time is two or three times as valuable. The unnecessary and wasteful delays at freight-houses, piers, and even private delivery stations, can be remedied only by vigorous and concerted action by influential bodies of merchants and manufacturers who will take up the



Three illustrations of high-efficiency loading and unloading systems. No. 1, demountable body being reloaded. No. 2, loaded body being taken on chassis, remounting and demounting performed by the truck engine in three minutes. No. 3, body being dumped by power from engine; time, one minute.

were kept idle during all loading and unloading processes and other delays. Then apply this thought to the road locomotive, as the motor-truck is sometimes called.

It will have been inferred from what has already been said that there are other ways of saving the time of the truck than by the use of special bodies, trailers, and loading and unloading devices. It is important that every facility be provided for allowing the vehicle to get to the shipping platform or door and get away immediately upon receipt or delivery of load. Congested streets, alleys, and platforms or shipping-rooms delay such movement. Sometimes a change of location or an enlargement or other modification of the shipping quarters will work wonders. Special package-conveying and sorting systems in department stores have been developed to a high degree to expedite the routing of deliveries and the loading of the wagons. All of these help to increase the earning capacity of the motor-truck and delivery-wagon. It would take an exhaustive paper to illustrate and describe the many special systems used by stores and factories in direct conjunction with motor-wagons to expedite and cheapen haulage and delivery. All that can be done here is to make a general reference to them and leave the reader to in-

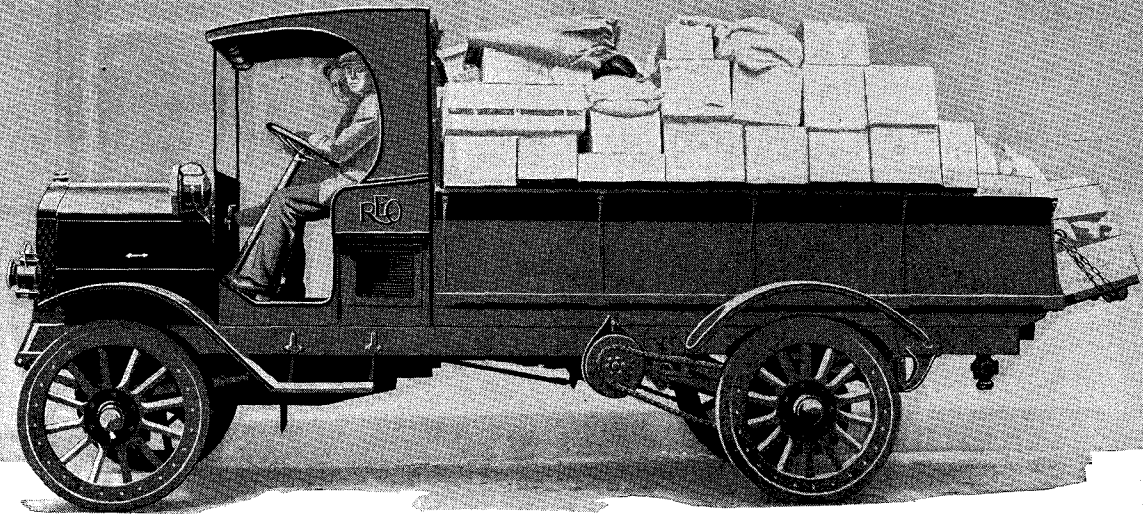
subject with the railroad and steamship companies and with local municipal authorities. Most of the delays are due to lack of appreciation of the importance of the matter. Few freight-houses and piers show evidence that any thought has been given to facilitating the movement and sorting of freight. Everything is handled by hand; there is no machinery for handling heavy cases and barrels; there is woful lack of system in classifying goods by consignee, and a great deal of time is lost by truck-drivers in tracing lost goods and in getting freight bills. These conditions undoubtedly can be remedied if sufficient pressure is brought to bear in the necessary direction. As motor-trucks come into more general use the demand for reforms at terminals will become more insistent. There is usually a great insufficiency of loading space at freight houses and piers in large cities, so that teams and motor-trucks often have to wait for an hour or more to get up to the loading-platform. As every motor-truck displaces from two to three horse-vehicles and takes up less actual space than one team and a wagon, this congestion will be relieved automatically to a considerable degree as more and more vehicle-users adopt motors.

(Continued on page 217)



The load of lumber is transferred, in a few moments, from a light yard wagon to the motor-truck by means of rollers, reducing the idle time of the truck to a minimum.

Check the Tide of Rising Costs



REO Model J Two-ton Truck Chassis with Driver's Cab, Body Extra **\$1650**

Everywhere you hear business men complain of the increasing cost of labor, materials, rent and hauling.

Never before has it been so important to watch every point and meet rising costs with well-planned economies.

The first cost of the Reo Motor Truck, \$1650, is its first economy. This is over \$1000 less than the average price of 54 competing trucks.

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The Kalamazoo Ice & Fuel Company, Kalamazoo, Michigan, recently wrote us: "We are well pleased with our Reo Model J two-ton truck, and are doing the work with the truck that would take two good teams and four men to do, and if we are pressed we can do more than that. We find that we have had an expense of just \$1.00 per day for everything to keep the truck going. We

are hauling anywhere from 4000 to 7500 pounds according to the roads we have to go over."

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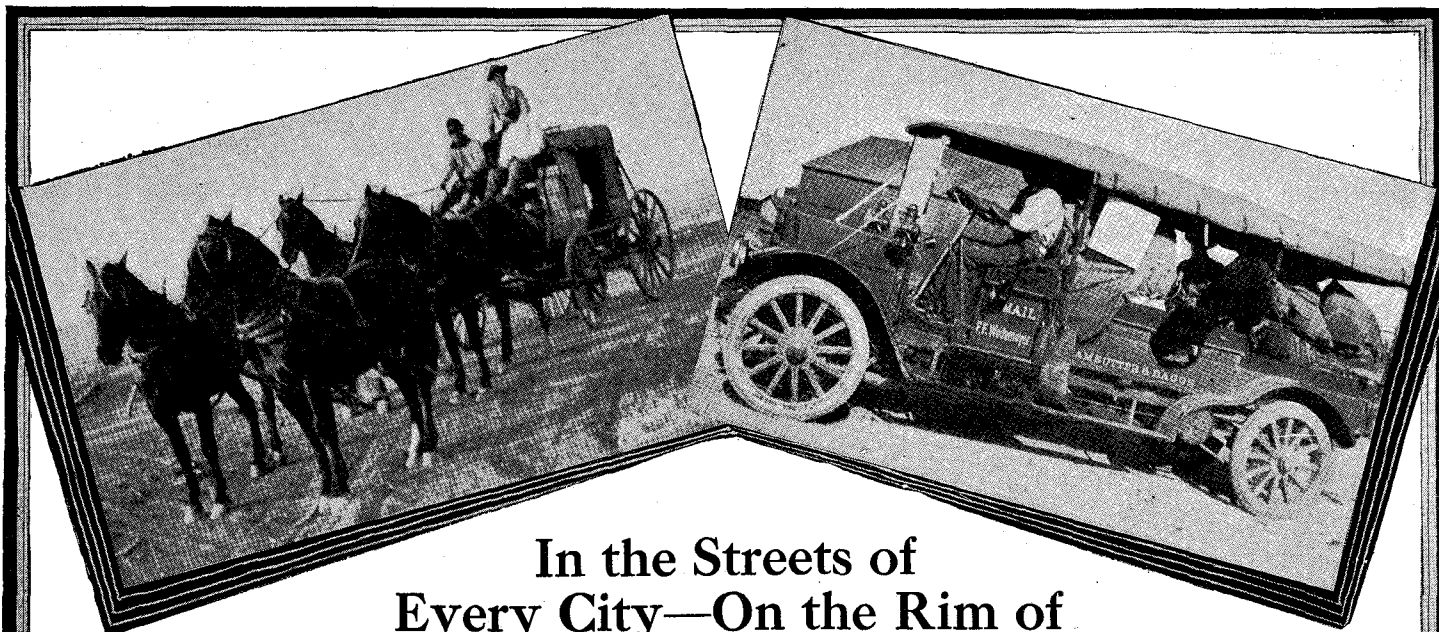
It will pay you to talk with the nearest of the 1500 Reo dealers located in every part of the country. Or if you will write us regarding your problems, we will gladly place our knowledge in this field at your disposal, and also send you full information about Reo Motor Trucks.

Reo Motor Truck Company

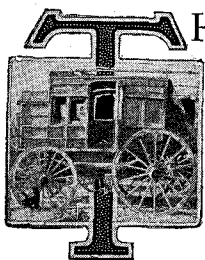
1916 South Washington Avenue, Lansing, Michigan

Price in Canada, \$2200, Chassis with Driver's Cab, Body Extra





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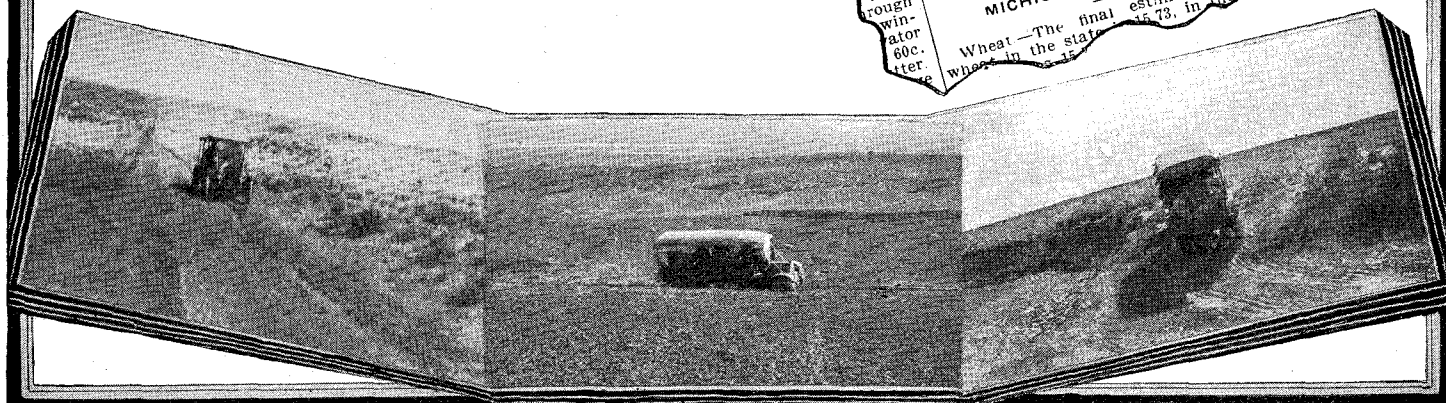
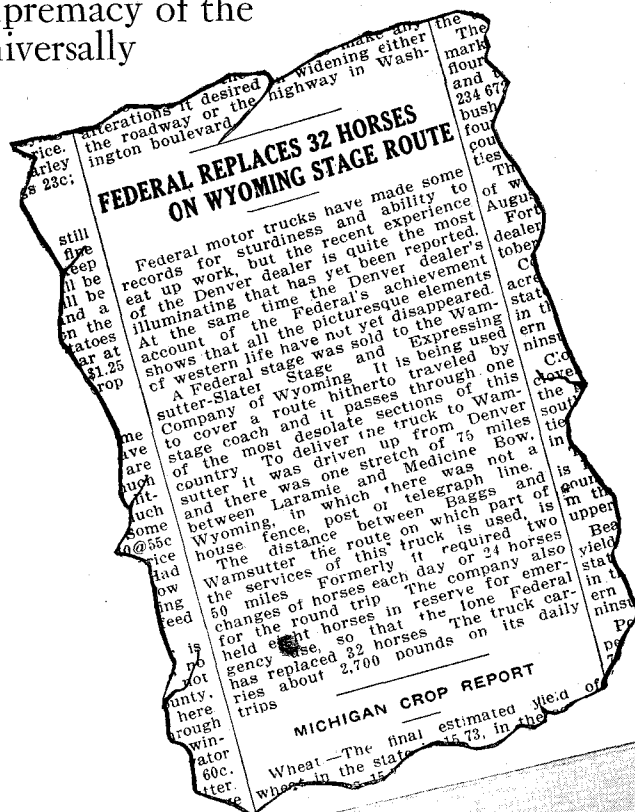
HIS newspaper clipping tells its own picturesque story of Federalized Transportation. On asphalt pavement, on country road, on precipitous mountain trail, in the sands of the desert, the supremacy of the Federal Truck is universally recognized.

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F. O. B. Detroit

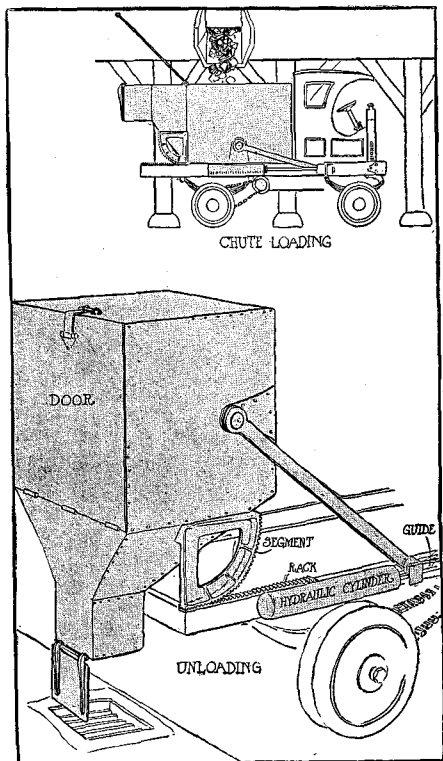
Federal Motor Truck Company
Detroit, Michigan



MOTOR-TRUCKS

(Continued from page 214)

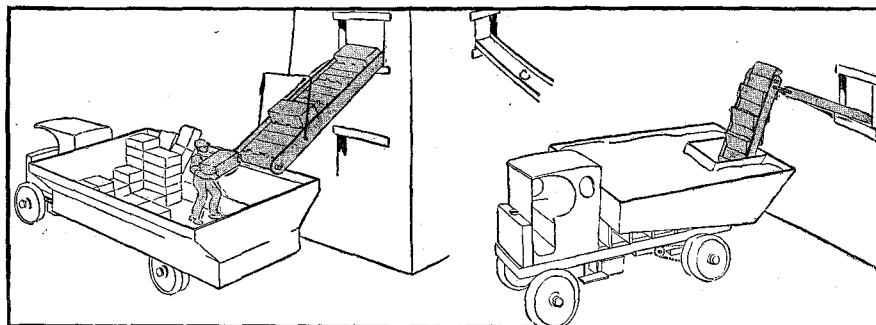
Individual users have different ideas as to the way in which to get the most out of motor-wagons. Their ideas are influenced largely by the nature of their business. Some believe in operating the machines as hard as they can both day and night. So long as the machines are properly inspected and kept adjusted, cleaned, and oiled, this seems to be good policy, as it obviously cuts down the ratio of fixt charges to the amount of work done. The same thing



From "The Commercial Vehicle."

A type of dumping body for coal-truck, intended for unloading in inaccessible places, such as small openings in the edge of the sidewalk or in the floor of an alley. The upper picture shows the position of the body normally.

applies to motor-trucks as to factories. If they are run eighteen or twenty hours out of twenty-four, the owner gets just double the return on his investment. Express companies, some large department stores, and other concerns operate on this principle. As traffic congestion increases, the advantages of moving goods through the streets at night become more pronounced, and such movement is bound to increase. Contractors who may earn a bonus by



From "The Commercial Vehicle."

The sketch at the left shows a conveyor type of rapid unloading chute in which packages must be taken up to a second floor. The sketch at the right is a design of bucket conveyor for unloading material at a higher level than that of the truck.

completing a job ahead of time or be penalized for every day of overtime, have an added incentive, of course, for working their trucks both day and night.

It is important to realize, however, that trucks so worked should be given double the amount of attention in the garage that is given to trucks used in normal service of ten hours a day. Parts wear faster and need more frequent adjustment and replacement. Oil and water are used up more rapidly and must be replenished oftener and watched more carefully.

Occasionally one comes across a truck-user who believes that it pays him to get the greatest amount of work out of his machines in the shortest time. He frankly admits that he overloads and overspeeds his truck in the grossest manner. He doesn't ask the manufacturer to stand back of the guaranty, but drives the truck to destruction, scraps it, and gets a new one. This is the poorest kind of economy and can not be justified, except under the most extraordinary conditions. A motor-truck, properly used and cared for, has a useful life of from five to ten years—sometimes more—and it is exceedingly probable that in most such cases it would pay the owner much better to buy more trucks at the start and take better care of them. With a larger investment he could do the same amount of work in the same time and probably double their period of usefulness, with resulting economy.

Balancing maintenance and depreciation against investment, it is bad policy to consistently overload, overspeed, and overwork the motor-truck, or any other machinery. Most truck-users overload occasionally, but wherever overloading is the common practise it indicates that the owner either needs a truck of larger capacity or an additional vehicle to take care of his work properly. For instance, if he frequently carries five tons on a three-ton truck, it would be more economical in the end to exchange the machine for one of five tons capacity or else to put on another three-ton machine.

It is a common observation among commercial-vehicle makers and agents that the driver has more to do with the success or failure of the motor-truck than all the other factors put together. Yet truck-buyers will save two or three dollars a week in hire and then entrust a machine worth \$2,000 to \$4,000 to the care of a man who may know almost nothing of its mechanism, who may be careless and indifferent, and feel no responsibility. Unlike the machinery in a factory, the truck is in the sole care of the operator and is out of sight of the

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LITERARY SOCIETY



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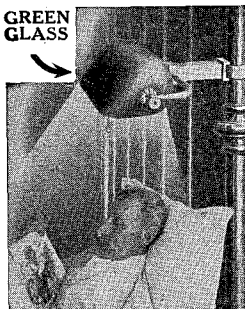
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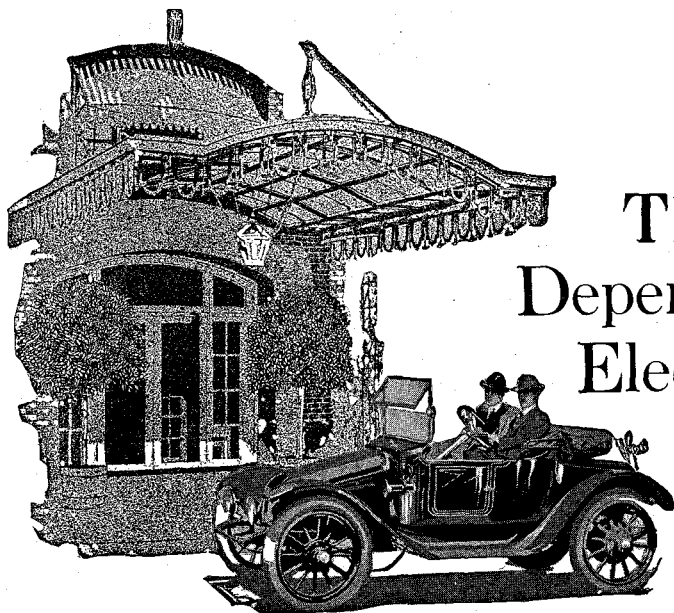
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ELECTRIC VEHICLE ASSOCIATION OF AMERICA

BOSTON 124 WEST 42ND STREET, NEW YORK CHICAGO

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man's superior during most of the time it is working. For this reason, if for no other, the owner should be particularly careful in the selection of competent and reliable drivers.

There is a dearth of such drivers, but the truck-makers and their agents usually are glad to take men who are on the payroll of the truck-buyer and give them a course of instruction in operation. It is good policy for the purchaser to let them do this, paying the men their regular wages while learning, because he knows their qualities, and they know his business and customers, and are a better asset than a strange driver who might know more about the operation of the vehicle but be careless about protecting his employer's interest.

One of the best methods of insuring careful handling of the truck is to establish a system of bonus payments to drivers who get the best results from their cars with the least cost and time lost for repairs, adjustments, etc., each month or each year. This system has been in operation with the London General Omnibus Company for several years, with remarkable success. The company is now operating 3,000 motor-omnibuses in and around London, and has reduced the general cost of upkeep of its buses very decidedly as a result of the bonus-payment system. The same system has been put into operation by one of the large Chicago meat-packers, with equally gratifying results. The saving in repairs to vehicles more than offsets the bonuses paid, besides which the trucks are out of commission fewer days in the year.

There comes a time with almost all machinery when the cost of keeping it in good operative condition overbalances the interest on the investment in a new machine to replace it. Factory-managers are well aware of this and do not hesitate to scrap old machinery and put in new and improved machines having a higher productive capacity. Motor-trucks and wagons, both gasoline and electric, have undergone great improvements in the last five years, so that the new machines are much more economical of operation in proportion to work done than the old models. Furthermore, the rates of fire- and liability-insurance are less on new machines than on old ones, and the bills for yearly repairs and overhaul are decidedly less than on vehicles that have had several years of hard service. It is well worth while, then, for truck-users to go over the itemized records of maintenance and operating costs of their services and compare them with estimates of similar costs for new and improved equipment with a view to purchasing new trucks.

The keeping of daily records of work done and itemized cost accounts of operation and maintenance of the vehicles is a first necessity to the user who wants to get the best results. Only such records reveal where the leakages occur and where the costs can be cut down or the performance improved. Leading users of commercial vehicles have devised card-record systems adapted to their particular needs which greatly simplify the work of keeping such records and compiling monthly and yearly statements from them.

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CURRENT POETRY

HERE are six of what Mr. William Stanley Braithwaite calls, in the *Boston Transcript*, the seven best poems of the year 1913. Extensive extracts from the article in which he explained his methods of selection were printed last week in our "Letters and Art" department. We reprinted Mr. Mahlon Leonard Fisher's remarkable sonnet "November" recently, so we give in this issue only the six other poems. Miss Cather's poem appeared first in *Scribner's Magazine*. She describes the portrait vividly, develops her idea of the life of its subject with splendid imaginativeness, and gives to the last stanza a personal quality which makes the poem complete and forceful.

A Likeness

(Portrait Bust of an Unknown, Capitol, Rome)

BY WILLA SIEBERT CATHER

In every line a supple beauty—
The restless head a little bent—
Disgust of pleasure, scorn of duty,
The unseeing eyes of discontent.
I often come to sit beside him,
This youth who passed and left no trace
Of good or ill that did betide him,
Save the disdain upon his face.

The hope of all his House, the brother
Adored, the golden-hearted son,
Whom Fortune pampered like a mother;
And then—a shadow on the sun.
Whether he followed Caesar's trumpet,
Or chanced the riskier game at home
To find how favor played the strumpet
In fickle politics at Rome;

Whether he dreamed a dream in Asia
He never could forget by day,
Or gave his youth to some Aspasia,
Or gamed his heritage away;
Once lost, across the Empire's border,
This man would seek his peace in vain;
His look arraigns a social order
Somehow entrained with his pain.

"The dice of gods are always loaded";
One gambler, arrogant as they,
Fierce, and by fierce injustice goaded,
Left both his hazard and the play.
Incapable of compromises,
Unable to forgive or spare,
The strange awarding of the prizes
He had no fortitude to bear.

Tricked by the forms of things material—
The solid-seeming arch and stone,
The noise of war, the pomp imperial,
The heights and depths about a throne—
He missed, among the shapes diurnal,
The old, deep-traveled road from pain,
The thoughts of men, which are eternal,
In which, eternal, men remain.

Ritratto d' ignoto; defying
Things unsubstantial as a dream—
An Empire, long in ashes lying—
His face still set against the stream,
Yes, so he looked, that gifted brother
I loved, who passed and left no trace,
Not even—luckier than this other—
His sorrow in a marble face.

Not every one, perhaps, will understand why "Ghosts" (which appeared in *The Smart Set*) was selected as one of the best

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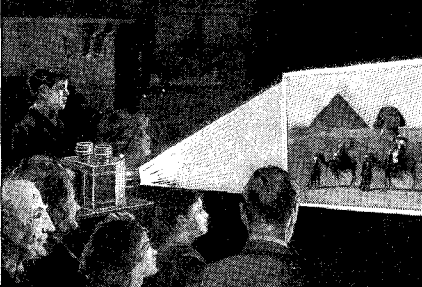
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poems of the year. But Mr. Braithwaite has placed it among the magic seven, so here it is.

Ghosts

BY MARGUERITE MOOERS MARSHALL

They call you cold New England,
But underneath your snow
Is blood as red as roses
That in your gardens blow.

The God that lights your forests
With torch of cardinal flower,
Forbids that ever the Puritan
Escape his crimson hour.

The flame that skims brown furrows—
The scarlet tanager's breast,
Is sign to preacher and plowman
Of dreams that haunt their rest.

When witch and warlock perished
By fagot, scaffold, and tree,
Their tortures slew their bodies
But set their spirits free!

In freedom gilding, gloating,
Through the haunts their children claim
The swollen ghosts of the wicked
Grow fat on new-wrought shame.

The old, sweet evil lingers,
The demon of uncontrol,
And madness creeps and crouches
In every haggard soul.

And he who held moon revels
In Salem forests deep,
Well loves his hypocrite servants,
Nor seeks to spoil their sleep.

They call you cold New England—
But surely even your snow
Is drift not of ice but of ashes,
To guard the flames below!

Miss Burr has written poems far better than "Perugia"—"Night at Assisi," for example. But this landscape, painted in lovely colors and with devotion, is surely an important achievement. It was first printed in *The Century Magazine*.

Perugia

BY AMELIA JOSEPHINE BURR

For the sake of a weathered gray city set high on
a hill

To the Northward I go,
Where Umbria's valley lies mile upon emerald
mile

Outspread like a chart.
The wind in her steep, narrow streets is eternally
chill

From the neighboring snow,
But linger who will in the lure of a southerly
smile,
Here is my heart.

Wrought to a mutual blueness are mountains
and sky,

Intermingling they meet;
Little gray breathings of olive arise from the plain
Like sighs that are seen,
For man and his Maker harmonious toil, and
the sigh

Of such labor is sweet,
And the fruits of their patience are vistas of
vineyards and grain
In a glory of green.

No wind from the valley that passes the casement
but flings

Invisible flowers.
The carol of birds is a gossamer tissue of gold
On a background of bells.

Sweetest of all, in the silence the nightingale sings
Through the silver-pure hours,
Till the stars disappear like a dream that may
never be told,
Which the dawning dispels.

Never so darkling the alley but opens at last
On unlimited space;
Each gate is the frame of a vision that stretches
away

To the rims of the sky.
Never a scar that was left by the pitiless past
But has taken a grace,
Like the mark of a smile that was turned upon
children at play.
In a summer gone by.

Many the tyrants, my city, who held thee in
thrall.

What remains of them now?
Names whispered back from the dark through
a portal ajar.

They come not again.
By men thou wert made and wert marred, but,
outlasting them all,

Is the soul that is thou—
A soul that shall speak to my soul till I, too,
pass afar.

And perchance even then.

Mr. Hutchinson's verses are beautifully made, but their value as peace propaganda is doubtful. "But meek, without a sword, He came," writes Mr. Hutchinson. "I bring not peace, but a sword," said Christ. *The Forum* printed Mr. Hutchinson's poem.

The Swordless Christ

Vicisti, Galilee

BY PERCY ADAMS HUTCHINSON

Ay, down the years, behold, He rides,
The lowly Christ, upon an ass;
But conquering? Ten shall heed the call,
A thousand idly watch Him pass:

They watch Him pass, or lightly hold
In mock lip-loyalty His name:
A thousand—were they His to lead!
But meek, without a sword, He came.

A myriad horsemen swept the field
With Attila, the whirlwind Hun:
A myriad cannon spake for him,
The silent, dread Napoleon.

For these had ready spoil to give,
Had reeking spoil for savage hands;
Slaves, and fair wives, and pillage rare:
The wealth of cities: teeming lands.

And if the world, once drunk with blood,
Sated, has turned from arms to peace,
Man hath not lost his ancient lusts;
The weapons change; war doth not cease.

The mother in the stifling den,
The brain-dulled child beside the loom,
The hordes that swarm and toil and starve,
We laugh, and tread them to their doom.

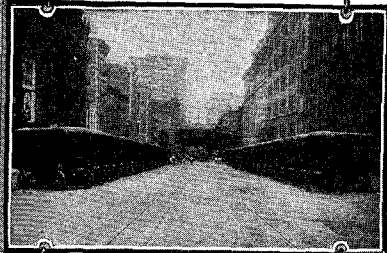
They shriek, and cry their prayers to Christ;
And lift wan faces, hands that bleed:
In vain they pray, for what is Christ?
A leader—without men to lead.

Ah, piteous Christ, afar He rides;
We see Him, but the face is dim:
We, that would leap at crash of drums,
Are slow to rise and follow Him.

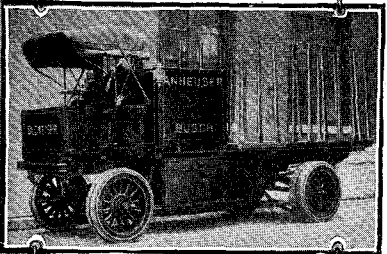
On its first appearance, in *The Outlook*, we reprinted Mr. Edwin Arlington Robinson's "The Field of Glory." It is a poem
(Continued on page 223)

FOR ALL TYPES OF "ELECTRICS" SERVICE SATISFACTION IS GUARANTEED BY The 4 "Exide" Batteries

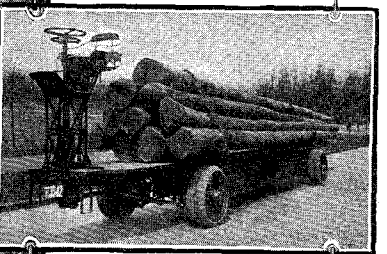
HERE ARE A FEW PROMINENT COMPANIES
IN THIS COUNTRY WHO USE ELECTRIC
TRUCKS AND DELIVERY WAGONS
EQUIPPED WITH VARIOUS
TYPES OF THE FAMOUS
"Exide" BATTERIES



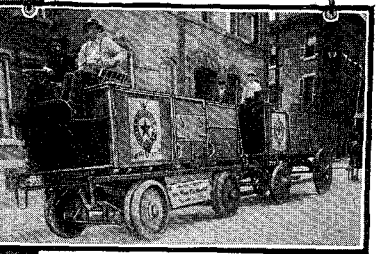
The American Express Co.
has 84 "Electrics" equipped
with "Ironclad-Exide"
Batteries.



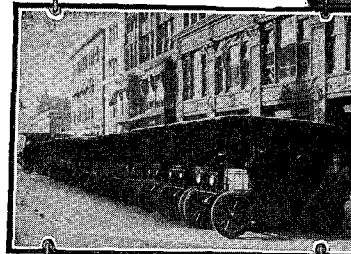
One of 50 Electric Trucks of
the Anheuser-Busch Brew-
ing Ass'n equipped with
"Exide" Batteries.



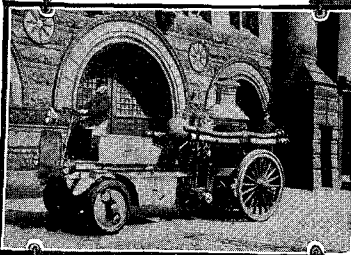
Electric Pole Truck of the
Phila. Electric Co. equipped
with "Exide" Battery.



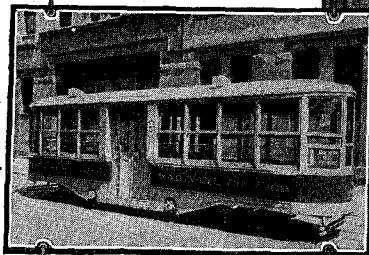
Electric Ice Truck and Trailer used
by the Ice Delivery Co., Cincinnati,
equipped with the "Thin-Exide"
Battery.



"Ironclad-Exide" Batteries
in these 24 "Electrics" of
Woodward & Lothrop, Inc.
Washington, D. C.



Philadelphia's Electric Fire
Engine, equipped with
the "Ironclad-Exide"
Battery.



45 of these N. Y. Railways'
Street Cars equipped with
"Hycap-Exide" Batteries.



Electric Wagon of the Georgia Ry.
& Power Co., Atlanta, Ga., equip-
ped with the "Ironclad-Exide"
Battery. This car ran 24,000 miles
in 19 months.

United States Government.
American Express Co.
Gimbel Bros., New York and Philadelphia.
John Wanamaker, Philadelphia and New York.
Philadelphia Electric Co.
United States Express Co.
Commonwealth Edison Co., Chicago.
B. Altman & Co., New York City.
New York Edison Co.
General Electric Co.
Jacob Ruppert Brewing Co., New York City.
Geo. Ehret, New York City.
Gorham Mfg. Co., New York City.
Union Electric Light & Power Co., St. Louis.
H. B. Claflin Co., New York City.
Central Brewing Co., New York City.
Louis J. Bergdoll Brewing Co., Philadelphia.
F. A. Poth & Sons, Philadelphia.
Rochester Railway & Light Co.
H. C. & A. I. Piercy, New York City.
C. Schmidt & Sons Brewing Co., Philadelphia.
Loewer's V. Gambrinus Brewing Co., New York City.
Arnold Constable & Co., New York City.
Public Service Corporation, Jersey City.
United Gas Improvement Co., Philadelphia.
Stroh Brewing Co., Detroit, Mich.
George Wiedemann Brewing Co., Newport, Ky.
Finkenaure Brewing Co., Philadelphia.
Bernheimer & Schwartz, New York City.
Ruhstaller Brewing Co., Sacramento, Cal.
Dubuque Brewing & Malting Co., Dubuque, Iowa.
Borden's Condensed Milk Co., Brooklyn.
Edison Electric Illuminating Co., Brooklyn.
R. H. Macy & Co., New York City.
Tenney Syndicate, Boston.
Halley Bros., Cleveland.
Union Transfer Co., Philadelphia.
Amoskeag Manufacturing Co., Manchester, N. H.
Oregon Auto Dispatch, Portland, Ore.
Excelsior Brewing Co., Brooklyn, N. Y.

THE ELECTRIC STORAGE BATTERY CO.

Manufacturers of

The "Chloride Accumulator", The "Tudor Accumulator"

The "Exide", "Hycap-Exide", "Thin-Exide" and "Ironclad-Exide" Batteries

PHILADELPHIA, PA.

New York
St. Louis

Boston
Cleveland

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Atlanta

Detroit

1888-1914

Los Angeles

Denver

San Francisco

Portland, Ore.

Seattle
Toronto

886 "Exide" Distributors

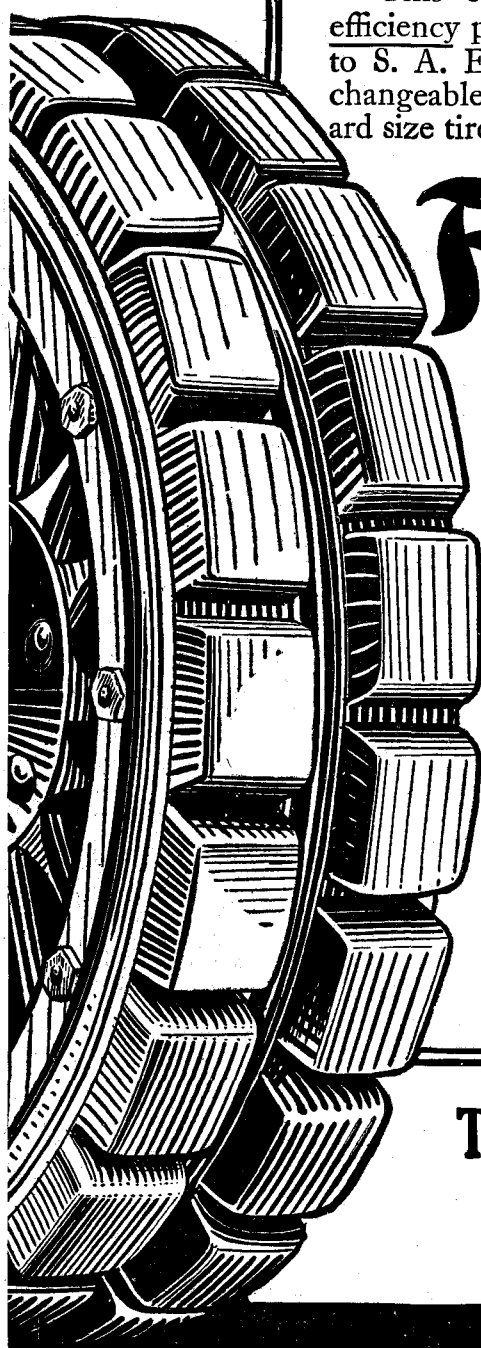
9 "Exide" Depots

"Exide" Inspection Corps

Abolish Truck Delays

FIRESTONE Truck Tire quality and construction, together with Firestone Quick-Removable Rim equipment, mean the equivalent of repair shop service in every locality where trucks are used. Firestone Branches, Agencies and Repair Shop service stations have been established throughout the country. In communities where these have not been installed, truck owners are completely protected against difficulties by a quick-removable equipment that insures fewer and shorter delays.

This equipment cuts cost of upkeep and makes real truck efficiency possible. Firestone Removable Equipment is all built to S. A. E. standard. All Firestone Tires and Rims are interchangeable on the same felloe bands with all other S. A. E. standard size tires of any type or make.



Firestone Truck Tires

Firestone Notched Tread truck tires for heavy duty give most mileage because of continuous base—prevent damaging “traction wave”—minimize vibration—remove excessive strain on any point. They are cured in Firestone Quick-Removable Rims.

Firestone Channel Type Hard Base truck tires, on Firestone Quick Removable Rims, insure steady support against tearing loose. Rigid channel prevents expansion. Uprturned sides or flanges of the rigid channel insure perfect base support and also protect rubber from side abrasion. Rubber has every chance to wear down to lowest possible point.

Other types of Firestone truck tires represent the same high ideals and proved principles of construction.

“Firestone” should be your solution for all truck tire problems. Change to Firestone is quickly made, to your decided profit and convenience.

The Firestone Tire & Rubber Company

“America’s Largest Exclusive Tire and Rim Makers”

Akron, Ohio

All Large Cities

Pneumatic Tires, Truck Tires, Pleasure Electric Tires, Carriage Tires,
Fire Apparatus Tires, Rims, Tire Accessories, etc.

CURRENT POETRY

(Continued from page 220)

of tremendous tragic power, a poem such as no one but Mr. Robinson can write.

The Field of Glory

BY EDWIN ARLINGTON ROBINSON

War shook the land where Levi dwelt,
And fired the dismal wrath he felt,
That such a doom was ever wrought
As his, to toil while others fought;
To toil, to dream—and still to dream,
With one day barren as another;
To consummate, as it would seem,
The dry despair of his old mother.

Far off one afternoon began
The sound of man destroying man;
And Levi, sick with nameless rage,
Condemned again his heritage,
And sighed for scars that might have come,
And would, if once he could have sundered
Those harsh, inhering claims of home
That held him while he curst and wondered.

Another day, and then there came,
Rough, bloody, ribald, hungry, lame,
But yet themselves, to Levi's door,
Two remnants of the day before.
They laughed at him and what he sought;
They jeered him, and his painful acre;
But Levi knew that they had fought,
And left their manners to their Maker.

That night, for the grim widow's ears,
With hopes that hid themselves in fears,
He told of arms, and featly deeds,
Whereat one leaps the while he reads,
And said he'd be no more a clown,
While others drew the breath of battle.
The mother looked him up and down,
And laughed—a scant laugh with a rattle.

She told him what she found to tell,
And Levi listened, and heard well
Some admonitions of a voice
That left him no cause to rejoice.
He sought a friend, and found the stars,
And prayed aloud that they should aid him;
But they said not a word of wars,
Or of a reason why God made him.

And who's of this or that estate
We do not wholly calculate,
When baffling shades that shift and cling
Are not without their glimmering;
When even Levi, tired of faith,
Beloved of none, forgot by many,
Dismissed as an inferior wraith,
Reborn may be as great as any.

Mr. Braithwaite selected also Miss Howells's "God's Will." It is an excellent little sermon—and we quoted it from *Harper's Magazine* some weeks ago.

God's Will

BY MILDRED HOWELLS

God meant me to be hungry,
So I should seek to find
Wisdom, and truth, and beauty,
To satisfy my mind.

God meant me to be lonely,
Lest I should wish to stay
In some green earthly Eden
Too long from heaven away.

God meant me to be weary,
That I should learn to rest
This feeble, aching body
Deep in the earth's dark breast.

PERSONAL GLIMPSES

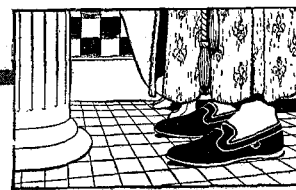
"BILL" WHITE'S SELF-RECOMMENDATION

A LITTLE band of Progressives at Lakin, Kansas, the other day adopted a resolution recommending William Allen White, the Emporia editor-novelist, as the best trotter for the next gubernatorial race. When the news of what the Lakinians had done reached Emporia, "Bill," as his intimate friends call him, was made considerably ill at ease. Mr. White would rather go on criticizing office-seekers than be one himself, and his paper immediately let go an editorial blast that was intended to snuff out the incipient blaze of a boom and waft the smoke into the current of a strong northeaster that would be sure to carry it far outside the Sunflower belt. We do not know whether *The Gazette's* editorial was written by Mr. White himself or hatched in the fertile brain of Walt Mason, the poet, who is partly to blame for the things that appear in the Emporia paper, but it certainly achieved picturesqueness. No reckless spellbinder on the Kansas hustings ever gave a public man so low a recommendation as this. Here is the larger part of it:

They wanted him to run as a Progressive candidate. To which *The Gazette* says no—a thousand times, no! For we are on to that man White, and without wishing to speak disrespectfully of a fellow townsman, who, so far as we know, may be at least outwardly decent in the simpler relations of life—perhaps he pays his debts when it is convenient, and he may be kind to his family, tho' that's not to his credit, for who wouldn't be?—and he may have kept out of jail one way or another for some time; without, as we say, desiring to speak disrespectfully of this man, we know that he's not the man either to run for governor or, if such a grotesque thing could be imagined, to serve as governor.

He can't make a speech. He has a lot of radical convictions which he sometimes comes into *The Gazette* office and exploits, which are dangerous. He has been jawing politicians for twenty years until he is a common scold, and he has set up his so-called ideals so high that the Angel Gabriel himself couldn't give the performance that this man White would have to advertise on the bills.

So, in the words of the poet, nix on Willyum Allen. *The Gazette's* nose is hard and cold on the proposition to make him governor. He is a four-flusher, a ring-tailed, rip-snorting hell-raiser, and a grandstander. He makes a big noise. He yips and kioodles around a good deal, but he is everlastingly and preeminently N. G. as gubernatorial timber—full of knots, warts, woodpecker holes, and rotten spots. He would have the enmity of more men who have walked the plank politically than any other man in Kansas, and his candidacy would issue an irrevocable charter in Kansas for the Progressive party to be the official minority report, world without end.



"Comfy" slippers make cold tile floors warm

"Comfy"

An everyday slipper habit

Somewhere in the bottom of the closet you have a pair of slippers.

Rather than take the trouble to dig them out you go around the room in your stocking or bare feet. Why don't you get acquainted with "COMFY" felt slippers? Get the "COMFY" slipper habit. "COMFYs" are easy to slip into, and you will find them the most comfortable footwear you have ever worn.



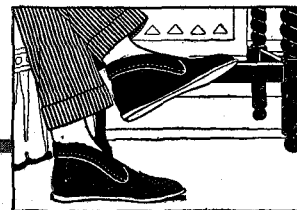
Look for this "Comfy" mark

Our Catalogue No. 61A will introduce you. Send for it. Dealers: Send for Catalogue D and let us tell you about adding this line to your men's "Solid Comfort Department."

Daniel Green Felt Shoe Co.

121 E. 13th Street, New York

"Comfys" mean after-dinner comfort



FREE "Linene" COLLAR

Our free sample will prove comfort and economy. Send postal stating size and whether you want high or low collar.

REVERSIBLE COLLAR CO.
Dept. C Boston, Mass.

25¢ 50¢

Be particular, insist upon

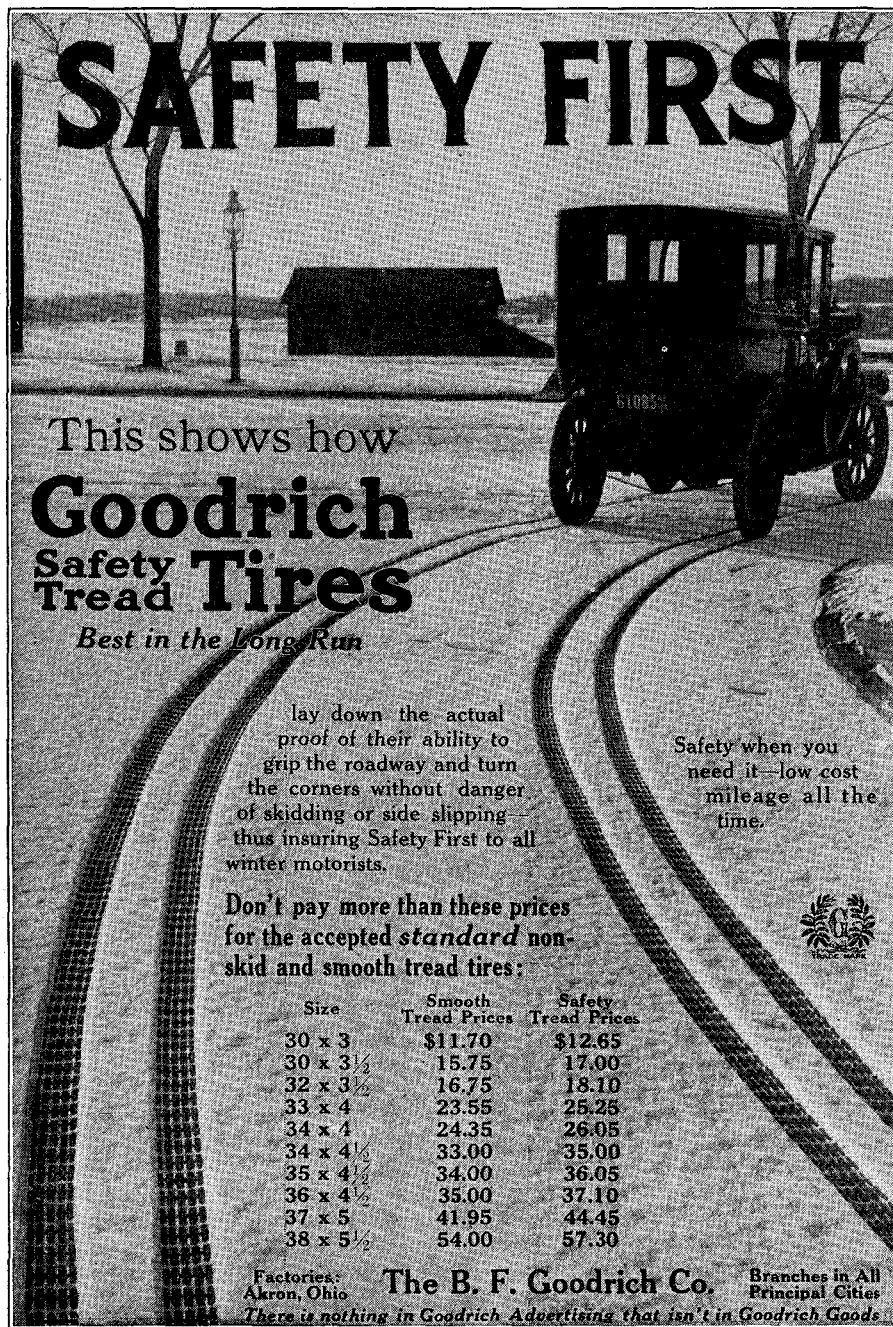
PARIS GARTERS

No metal can touch you

YOU'RE entitled to the greatest value for your money, and PARIS is the Garter that has gained a world-wide reputation, on the "value" basis.

A. Stein & Co., Chicago—New York

SAFETY FIRST



This shows how
**Goodrich
Safety
Tread Tires**
Best in the Long Run

lay down the actual
proof of their ability to
grip the roadway and turn
the corners without danger
of skidding or side slipping
thus insuring Safety First to all
winter motorists.

Safety when you
need it—low cost
mileage all the
time.

Don't pay more than these prices
for the accepted *standard non-
skid and smooth tread tires*:

Size	Smooth Tread Prices	Safety Tread Prices
30 x 3	\$11.70	\$12.65
30 x 3½	15.75	17.00
32 x 3½	16.75	18.10
33 x 4	23.55	25.25
34 x 4	24.35	26.05
34 x 4½	33.00	35.00
35 x 4½	34.00	36.05
36 x 4½	35.00	37.10
37 x 5	41.95	44.45
38 x 5½	54.00	57.30

Factories: Akron, Ohio **The B. F. Goodrich Co.** Branches in All Principal Cities
There is nothing in Goodrich Advertising that isn't in Goodrich Goods

Men and women would be trampled to death at 7 o'clock election morning, trying to get at the polls to cast the first vote against him, and at night perfectly good citizens, kind fathers, and indulgent husbands would risk a jail sentence to get in at least ten votes against him as repeaters.

It may be that the Progressive party needs a goat, but the demand doesn't require a Billy-goat! Now is the time for all good men to come to the aid of the party. But this man White is a shoulder-galled, sore-backed, hamstrung, wind-broken, string-halted, stump-sucking old stager who, in addition to being no good for draft and general purposes, has the political bots, blind staggers, heaves, pink-eye, and epizootic. Moreover, he is locoed and has other defects.

People in the State may be fooled by the doped gait and fancy steps of this man White. But we know him. And if he is a candidate for governor or for any other office, we propose to tell the truth about him—how he robbed the county with a padded printing bill, how he offered to trade off his support to a Congressman for a government building, how he has black-mailed good citizens, and has run a bulldozing, disreputable newspaper in this town for twenty years, and has grafted off business men, and sold fake mining-stock, and advocated anarchy and assassination. These are but a few preliminary things that occur to us as the moment passes. But if his fool friends insist on playing up this self-advertising game for him any longer, we propose to abandon twenty years of guarded innuendo and prattling subterfuge, and come out with the real facts. We shall speak plainly hereafter.

A word to the wise should gather no moss!

FROM POVERTY TO PEERAGE

LORD STRATHCONA'S career is one of the last half-century's greatest stories of empire-building. When he came to Canada from his native Scotland at the age of seventeen, he was practically penniless and had nothing but a willingness to work to recommend him, but his poverty did not keep him from becoming the most conspicuous figure in the development of the Dominion. While he was best known over the world as a railroad builder, Lord Strathcona took an active interest in all important governmental affairs in Canada and throughout the British Empire. He was born in the last year of George III's reign, and lived to be ninety-four. "He knew how to live," is the New York *Sun's* explanation of his longevity. Some interesting facts in his career are told by the New York *World*:

Donald Alexander Smith was born in a little cottage in Morayshire, Scotland, in 1820. Even in his richest days he was fond of telling that his mother had neither enough clothes for him nor was the family financially able to support another child, as it should; but the devout Mrs. Smith said: "The Lord never sends another mouth to feed unless he sends something to put into it."

The obscure youth had little real boyhood. He had to work from the time he

2c a Week Pays Wash Bill!

Electricity or Water-Power Does the Work

Write for
FREE Book

Just a "Twist of the Wrist" Starts or Stops the Machine!
The 1900 Motor Washers are now at work in thousands of homes. They are doing the work formerly done by women at a cost of 2 cents a week for power. Saving thousands upon thousands of dollars in wash bills. Saving worlds of wash-day troubles. Leaving the women free to do other work while the machines are doing the washing.

The 1900 Motor Washer

Washes a Tubful in Six Minutes!
Handles Heavy Blankets or Dainty Laces.

The outfit consists of the famous 1900 Washer with either Electric Motor or Water Motor. You turn on the power as easily as you turn on the light, and back and forth goes the tub, washing the clothes for dear life. And it's all so simple and easy that over-seeing its work is mere child's play.

A Self-Working Wringer Sent With Every Washer

The motor runs Washer and Wringer. We guarantee the perfect working of both. No extra charge for Wringer, which is one of the finest made. **WRITE FOR FREE BOOK AND 30 Days' FREE TRIAL OFFER!** Don't doubt! Don't say it can't be done. The free book proves that it can. But we do not ask you to take our word for it. We offer to send a 1900 Motor Washer on absolute **Free Trial** for an entire month to any responsible person. Not a cent of security—nor a promise to buy. Just your word that you will give it a test. We even agree to pay the freight, and will take it back if it fails to do all we claim for it. A postal card with your name and address sent to us **today**, will bring you the book free by return mail.

All correspondence should be addressed to **1900 WASHER CO., 6125 Court St., Binghamton, N. Y.** Or, if you live in Canada, write to the Canadian Washer Co., 357 Yonge Street, Toronto, Can.



1900 Electric Motor Washer
Can be connected with any ordinary Electric Light Fixture

1900 Water Motor Washer
Can be connected with any water tap instantly

was able to toddle. And there was little schooling to be had in the cold, dreary, out-of-the-way Scotch village. But bad as that was, he had to face a still colder and drearier country to carve out his career in. He went at the age of seventeen to Labrador in the employ of the Hudson Bay Company, as a boy of all work, with low pay, long hours, and no pleasures.

He became a clerk, next a factor, in charge of one of the company's fur posts. About this time, when he was in his thirties, he was threatened with blindness. To save his eyes, an operation was necessary. To reach a surgeon, he had to tramp for weeks through the snow to Montreal, with only Indians for companions. But he did it, tho two of his comrades died of exposure and exhaustion.

He eventually became chief factor and high commissioner of the Hudson Bay Company, with an interest in that mammoth organization by the time he was fifty. Then he became Governor of the territory, and also represented it in the Manitoba legislature.

When James J. Hill in 1875 wanted control of the St. Paul & Pacific Railroad, it was to Donald A. Smith that he turned. They were close friends for years. Smith got the money to back that enterprise. In the Canadian Pacific Railway both of the men made millions. Lord Strathcona also gained great interests in the St. Paul, Minneapolis & Manitoba Railway and the Bank of Montreal, of which he became president.

In 1886 when the line of the Canadian Pacific was completed, Queen Victoria, as a reward for his work in developing the Dominion of Canada, conferred knighthood upon him. He became Sir Donald A. Smith, of the Order of St. Michael and St. George and at the same time Lord High Commissioner of Canada.

In 1897 he was elevated to the peerage under the title of Lord Strathcona and Mount Royal, a compliment paid to his work by the Queen on the occasion of her diamond jubilee.

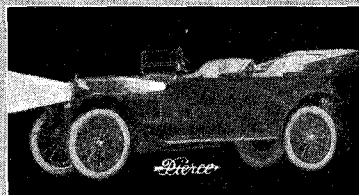
Lord Strathcona gave largely of his wealth to Canada and England.

At the time of the Boer War he organized, outfitted, and paid for service in South Africa a body of 400 rough riders gathered from among ranchers, cow-punchers, and ex-mounted police.

This expedition cost Lord Strathcona considerably more than \$1,000,000, but that was little to him, for his wealth even at that time was vast. Just what the estate will amount to can not be estimated at present, but it would undoubtedly be one of the largest ever known on the American continent.

But he never forgot the days of his poverty. He kept with him to the last at least one reminder of those times. This was a little leather trunk, battered and unsightly, with the initials D. A. S. on one end. It was in this he brought to Canada all his worldly possessions as a boy. In every journey he made thereafter he took that trunk with him, even when he was wealthy enough to carry half a hundred other pieces of luggage.

Lord Strathcona had residences in London, in Essex, in Norway, in Nova Scotia, in Winnipeg, and in Montreal.



Simplicity—Reliability

Every automobile owner should know that simplicity and reliability characterize the construction of

Westinghouse Electric Systems Starting—Lighting—Ignition

The hall-mark of experience is shown in the design, materials, and workmanship of these systems.

A single wire, instead of two, is used to make each connection. The lighting and ignition generator, as well as the generator for lighting only, is self-regulating, and the current cannot become excessive at any car speed. No additional drive for the generator is needed, no clutch is used. A single motion of the starting pedal starts the engine quickly under severest conditions.

There is a car to suit every requirement in this list of 1914 cars using Westinghouse Electric Systems.

- | | |
|---|----------------------------------|
| * Austin Automobile Co. | † Hupp Motor Car Co. |
| * A. C. Barley Co., "Halladay" | * W. H. McIntyre Co. |
| * The Bartholomew Co., "Glide" | † Marion Motor Car Co. |
| † Brewster & Co., "Delaunay-Belleville" | † Moreland Motor Truck Co. |
| † J. I. Case T. M. Co. | † The Norwalk Motor Car Co. |
| † Chadwick Engineering Works | * Oakland Motor Car Co. |
| † Chandler Motor Car Co. | † Palmer & Singer Mfg. Co. |
| * G. W. Davis Motor Car Co. | † The Pierce Arrow Motor Car Co. |
| † Dorris Motor Car Co. | † Pullman Motor Car Co. |
| † F. I. A. T. | § Stevens Duryea Co. |
| * Herreshoff Motor Co. | † Wichita Falls Motor Co. |

* Starting, Lighting, and Ignition.

† Starting and Lighting.
§ Lighting Only.

‡ Lighting and Ignition.

Full information sent on request.

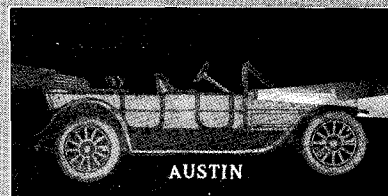
Sold to automobile manufacturers only.

Westinghouse Electric & Manufacturing Company
Automobile Equipment Department
East Pittsburgh, Pa.

Forty-four Offices: Service Stations in Principal Cities



Oakland



AUSTIN

Get the Most Out of Life

Get this Important New Book. It shows you How To be sound and happy, and avoid the discomforts and dangers of breakdown—How To reconstruct a mismanaged or "run-down" body. Plain, practical guidance along the lines of simple, natural living, by a physician of unquestioned authority.

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"Tells in clear, understandable English, the surprisingly interesting story of the human heart, and how easily it may be kept sound without sacrifice of pleasure or money."—*The San Francisco Call*. "If the family library consists of but two or three books, this is a work that should be in the home."—*Denver News*.

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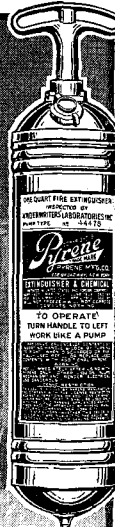
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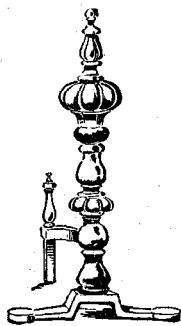
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HUNTING THE CARIBOU

HUNTERS of the caribou sometimes have to make difficulties if they value a trophy chiefly for the hardships endured and the skill demanded in earning it. At least that is what we are told by A. Radcliffe Dugmore in his new book, "The Romance of the Newfoundland Caribou," published by Lippincott. Mr. Dugmore, being a real sportsman as well as a naturalist, believes the fun is found in having to outwit the object of the chase, whether it be fish, flesh, or fowl, and consequently he insists that the usual method of hunting the caribou is not only unfair to the animal, but lacking in most of the elements of real sport. But he is not opposed to shooting this species of the deer family if the animal is given a fair chance to escape. Tho Mr. Dugmore does his hunting with a camera, he is thoroughly in favor of killing game, provided the balance between the hunter and the hunted is close enough to make the chances about even. In a long chapter of his book devoted to caribou from the hunter's point of view, he has this to say about the characteristics of the animal and the tricks in the sport:

Toward the latter part of October the northern caribou begin their journey southward, and follow certain definite leads or paths. Along these leads the hunter takes his stand, selecting, of course, one which seems to be much used. If possible, his position should command an extensive view; then all the approaching herds may be scrutinized with a field-glass before they are too near. They walk at such a rapid rate that this must be done quickly. Each stag is carefully examined to see what is the size of the horns he carries, and whether they meet the requirements of the hunter. All of this is done from behind a screen of firs or spruce, which the Newfoundlanders call a "gaze." If all goes well, the desirable stag comes along among his does—his place is usually about the middle of the line, for they go more or less in single file—he is not very alert, but relies on the does to keep a sharp lookout and guide him past all dangers in safety. Everything depends on the wind in this style of hunting, and if the gaze is not placed well down wind of the leads there will be little chance of success. The greatest care must also be taken to avoid crossing the leads in front of the ambush. Many a good chance has been lost by not paying attention to this precaution. Men have watched a herd approach until it was almost within range, when suddenly, without any apparent reason, the animals have taken fright and bolted before a shot could be fired. But if care has been taken in choosing a suitable position, and the leads have not been defiled by the scent of man, the caribou come on without hesitation or suspicion. The hunter, if he be a novice, usually becomes wildly excited as he watches them get nearer and nearer, and even tho the stag happens to be one of only fair size, it appears to be the largest ever seen. He probably whispers to the guide that it must have at least fifty points, but is assured that thirty

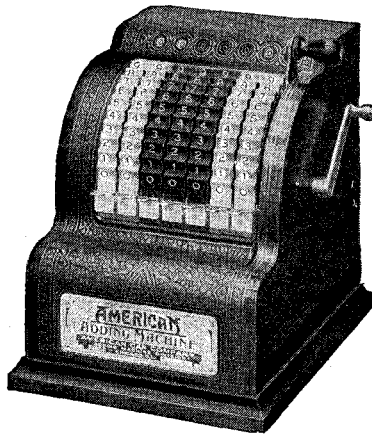
would be nearer the number. Perhaps the leading doe will stop for a moment when still rather far away, and the novice thinks she is about to turn back. With difficulty the guides restrain him in his desire to shoot. A moment's hesitation, and once more the gray line resumes its journey. The does pass, perhaps thirty yards away, or even closer. One after the other they go by—with each one that passes the stag with the gleaming horns comes nearer. Imagination is running riot in the novice's mind, and he decides that of course the guide must be wrong and the stag must be a record, for there are certainly nearly sixty points; but he says nothing, for at last the animal is almost opposite. The guide, afraid to let the novice attempt shooting the animal as it walks, gives a sudden whistle, and the whole herd stops. This is the chance. The stag presents an easy mark, yet the excitement makes the novice nervous, and as often as not he will pull the trigger without taking aim. Even at the sound of the shot the startled animals may not run more than a few yards when they will wheel round and stare in the direction of the sound. At this point the hunter will show what manner of man he is. Perhaps he will become still more wildly excited, and fire off every cartridge in rapid succession so wildly that, beyond frightening the caribou, no harm is done, except to the guide, who considers that he has not been rewarded for his careful selection of the gaze. Probably, however, after firing the first ineffectual shot, the novice loses his attack of buck fever, and, taking proper advantage of the opportunity, brings down his stag with a well-placed shot.

The question is whether or not this is a sportsmanlike method of hunting big game. That it has in it a certain pleasing element of excitement there is no doubt. The hours of patient watching, then the first glimpse of the gray creatures, the anxiety as to the size of the stag, whether or not he is large enough to shoot, whether he will come near enough, and, finally, at just what moment the shot should be fired. To the man who has never stalked big game this seems ideal; he can, perhaps, think of nothing better, and his heart will beat wildly as the object of his trip to the wilds comes nearer and nearer. To the older sportsman there is excitement only if the stag is a really fine one. Then he, too, may become as nervous as the greenhorn, with the result that he sometimes loses his head, and the caribou's head too. Still, I rather question the sport of this method of shooting from ambush; the game is far too one-sided, for the man need know nothing of the art of hunting, and if he is even a reasonably good shot, the killing of the animal, if it comes within fair range, is a matter of absolute certainty. Unfortunately, it is indulged in to such a great extent that the man who selects his position frequently finds that ahead of him, on the same lead, there may be several other parties, both meat-hunters and sportsmen, who take their pick of the stags before he has a chance. Mr. Selous had this experience, and in writing on the subject he says, "I must say that I felt thoroughly disgusted with the whole business. In the first place, to sit on one spot for hours lying in wait for game is not hunting; and, altho under favorable

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GARDEN TALKS

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An American traveling in England strolled one day through one of the co-partnership workmen's housing communities. Here he saw model homes renting at \$3 a week. These were impressive. But the most striking impression this traveler received was the surroundings of these homes. He had seen the great British estates with their rolling meadows flanked by clumps of luxuriant foliage. These were to be expected. But here he found a garden paradise. Here he saw "cozy cottages buried in roses and phlox; white walls and red roofs, framed in privet hedges and friendly trees; laughing children on the rolling, ample greens, and everywhere gardens with cabbages, potatoes, beets, and all the homely vegetation that appeals to more than the eye."

This object lesson instilled in the observer's mind a great inspiration. He came home imbued with the aim of making his own town a garden spot. He awakened the interest of the community. Garden Clubs, boys' and girls' leagues were formed. Ugly back yards were clothed in bloom. Vacant lots were cultivated. The beautifying spirit was infectious. It spread to the larger estates. Other cities took up the work.

"The Garden Club" of Minneapolis, for instance, has induced its citizens to put under cultivation for flowers and vegetables, more than two and a quarter million square feet of ground which was formerly vacant and unsightly. Under its influence 18,000 citizens had gardens. The cost of this work was more than \$3,000, but the crop value exceeded \$11,000. Omaha has enrolled thousands of her boys and girls in "The Civic League" for garden work. Other cities, other towns, all over the nation, are taking up gardening. The gardening spirit of the country home is extending to the city and village.

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GARDEN DEPARTMENT
The Literary Digest

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conditions it may be a deadly way of killing caribou, it is not a form of sport which would appeal to me under any circumstances. But when pursued in competition with, and in the midst of numerous other gunners, I could see no redeeming point in it whatever." Further on in the same book ("Hunting Trips in North America") he says: "As my experiences of the previous day had thoroughly disgusted me, I told my guide that he must take me for a long day's walk through the country, as I would not again sit on a 'lead' and wait for caribou to come to me. He acknowledged that it was a poor form of sport, but said that at this time of year it paid better than walking and looking for caribou, as the animals were all traveling, and so seldom gave an opportunity for a stalk," etc. This is true enough. During the migration the guides are thoroughly averse to any unnecessary walking being done, not only because the chance of getting good shooting is lessened for the man who does the walking, but because the crossing and recrossing of the leads put the animals on the alert. They know that their enemy, man, is about, and they proceed with extra caution, or even turn back to await a more propitious time. All of which upsets the plans of other hunters who have taken up their positions on good leads. I remember hearing a guide describe a sportsman who had refused to sit still and wait for the animals to come. He insisted on keeping on the tramp all day long, and as the guide remarked with bitterness, "he spoiled all the best leads for many miles." This shows that if a man wants to hunt during the migration, he can only retain his popularity by following the customs of the country, or choose his hunting-ground away from where the leads are being watched by those who like the easiest and surest methods that are allowed. Killing the caribou in the water would be the surest of all ways, but, fortunately, it is absolutely forbidden. Were it allowed, rifles would not be necessary, for the wretched beasts would be followed with a light, swift boat, and easily killed with an ax.

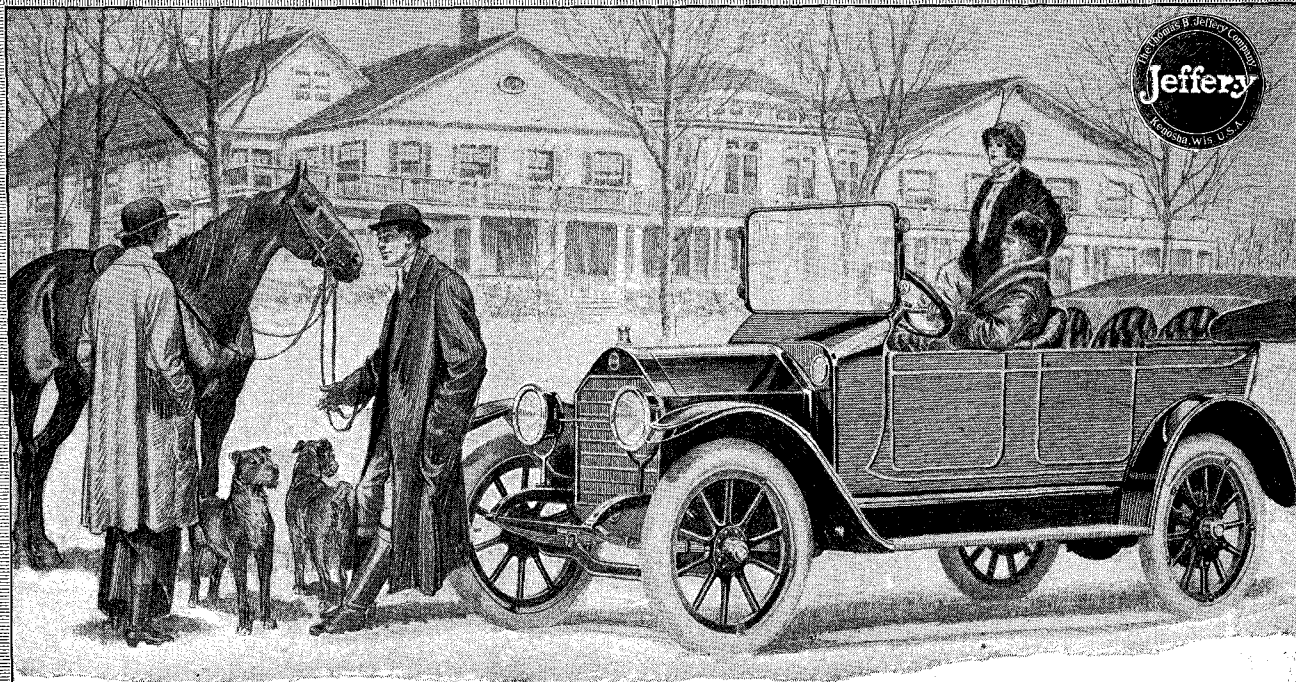
In order to make caribou-shooting a really splendid sport, the hunter should select the season immediately before the rut, or as soon as the stags have lost the velvet covering of their horns. At this time the animal has to be stalked, and the stalking will be found to offer plenty of excitement, and test the endurance of the hunter to its utmost. As stated elsewhere, the country is a difficult one to travel through, owing to the softness of the innumerable bogs, and the extraordinary denseness of the forests, which severely try the patience of the man and the strength of his clothing. Occasionally one comes upon a stretch of fine, hard, open country, over which walking is a pleasure; but that is not where the best shooting is to be found. If I were going after caribou, I should take the latter half of September; then the stag is at his best. He is so keenly alert that the most careful stalking will be found necessary; good shooting will also be called for. Unlike the watching from blinds when shots usually range between thirty and forty, and seldom at distances over one hundred yards, long shots are often the only ones to be obtained. Quick work is demanded, and in every way the hunting is of a kind that appeals to the real sportsman. J. G.

Millais declares that the best shooting is to be had along the banks of rivers, as it calls for such quick action, not only in the matter of shooting, but in deciding whether or not a head is large enough to be desirable. Sometimes at first glance the horns appear to be first-rate, both large and having many points, when a closer examination reveals a lack of weight and symmetry.

The Gander River region is recommended as the best hunting-ground by some good authorities, but Mr. Dugmore does not take the responsibility of saying any one place is the best in the country. The author advises hunters whose time is short to get first-class guides and trust to their judgment. He goes on:

In hunting the caribou, quietness is essential. Never break a twig if you can avoid it, for a cracking branch makes a noise which carries far and may give warning of your approach to the very stag you particularly want. Equally important is it to keep a sharp lookout at all times, especially when entering a barren, where a stag may be sleeping, for under such conditions they are hard to see. Among the numerous gray dead stumps and moss-covered low trees, the color of the caribou is so inconspicuous that the untrained eye will fail to detect the animal even at close range. The first intimation will be a glimpse of a disappearing patch of white as the caribou vanishes into the woods. The success of big-game shooting largely depends on seeing the game before the game sees you. When the stags are feeding on the open barrens they may be stalked with comparative ease, provided no movement is made while they have their heads up. No matter what may be your position, keep absolutely quiet until feeding is resumed, for when the head is down they do not see much beyond the food they are eating. Always be sure that the wind is in the right direction, otherwise there is no chance of success, for the animals are very keen of scent. So, also, is their hearing acute. Where there are does with the stag, stalking is always far more difficult, as one will nearly always be doing sentry duty while the rest are feeding; and to circumvent a watching doe requires very careful calculation and clever stalking. All things considered, the caribou of Newfoundland is not as alert as any other deer that I know of, and is therefore more readily approached. There is, of course, great variation among them, some being extremely alert and difficult to stalk, while others are so absurdly tame that they will allow a man to walk right up to within a few yards before taking fright. Curiosity is often a noticeable failing with them; when once it is aroused they will go to almost any lengths to satisfy it. I do not, however, advise the hunter to count too much on it, for the very thing which you imagine will tempt this curiosity will as likely as not frighten them away. Sometimes a strange noise will make them very inquisitive, and they will come within a few feet to find out what it is. Then, occasionally, a white handkerchief will have the same effect. Immediately before the mating season the stags may be called by a peculiar low grunt, which must not be repeated too

(Continued on page 236)



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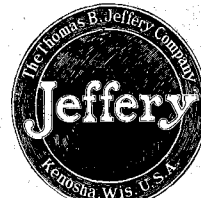
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INVESTMENTS AND FINANCE

HIGHER FREIGHT-RATES — PRESIDENT WILSON'S PROBABLE ATTITUDE

PRESIDENT WILSON'S message to Congress, as read by him on January 20, contained two sentences which are believed to imply an opinion on his part that the petition of the Eastern railroads for permission to advance freight-rates should, under certain conditions, be granted. In one of these sentences he said, "The prosperity of the railroads and the prosperity of the country are inseparably connected"; and in another that, upon this question, those chiefly responsible for the actual management and operation of the roads "have spoken very plainly and very earnestly with a purpose we ought to be quick to accept." The regular correspondent in Washington of the New York *Evening Post* declares that to him and others has been given "a key" which enables them to "read between the lines and venture to record, without much hesitation, that Mr. Wilson does favor allowing increased rates." This correspondent adds his belief that, while the President is willing to see an increase in rates granted, this willingness "hinges absolutely upon acceptance by Congress and by the carriers of his recommendation that power be conferred upon the Interstate Commerce Commission 'to superintend and regulate the financial operations by which the railroads are henceforth to be supplied with the money they need.'" All of which means that the President will favor granting increased rates only on condition that the Commerce Commission is empowered to regulate and control issues of stocks and bonds.

Most Eastern roads have been for some weeks in a state of expectancy as to what would be done with their petition. Among them and among financial houses a belief has been growing that the petition in some form will ultimately be granted. Meanwhile, *The Wall Street Journal* has undertaken to show what such increases would mean to the roads. The writer contends that an idea, somewhat current, that the increases would be "quickly eaten up by wage increases" is not warranted. On the contrary, it believes a strong desire for wage increases would continue to exert its influence, regardless of what action the commission might take. Whether increases are granted or not, "railroad men fully expect that further demands from employees will be made."

Just what a uniform advance of 5 per cent. on all freight rates would mean is declared by *The Journal* to be "approximately \$50,000,000 a year additional net revenue to the thirty-five Eastern railroads." For various reasons, however, some of the rates can not be advanced; hence railroad men estimate the effect at "not more than \$40,000,000." The writer goes on to say:

"These roads had \$16,300,000 less net operating income in 1913 than in 1910. Assuming that the railroad estimate is correct, it would not only restore the net

earnings to what they were in 1910, but add \$24,000,000, provided volume of business and operating expenses remained on the same basis as last year.

"This \$24,000,000 would represent 3.6 per cent. return on the \$660,000,000 addition to property investment since 1910 that these roads show in their statistical exhibits. But the award of the conductors' and trainmen's arbitration, made since June 30, 1913, has added about \$6,000,000 a year to the operating expenses of the Eastern railroads, and the extra-crew laws in New York and New Jersey were not in effect last year. Hence, as a return on the additional capital put in since 1910 the proposed rate increase would in reality amount to less than 3 per cent.

"About \$122,000,000 of this additional capital was taken from income or accumulated surplus. On the remaining \$538,000,000 the theoretical gain of perhaps \$18,000,000 in net earnings as compared with 1910 would amount to about 3.3 per cent. This is much less than it is costing the railroads to use the money, but it would be vastly better than no return at all.

"In substance, however, the question is whether the net earnings of the Eastern railroads are to take their natural course under existing rates or whether they are to be approximately \$40,000,000 greater than they would otherwise be. This is not the same as to say that favorable action by the commission would make them \$40,000,000 greater than they were in 1913. Traffic, wages, material costs, and taxes never remain steady, and he would be rash who attempted to predict what the net earnings of the railroads would be in 1914 or 1915 on the assumption of this or that action by the commission."

The day before President Wilson delivered his message final figures were given out in advance in Washington covering the operations of all roads having revenues above \$1,000,000 during the fiscal year 1913, and during the five months ending December 1. The figures were official, being those which had been compiled by the Interstate Commerce Commission's own experts from reports made to the commission by the railroads. The figures show heavy shrinkages in earnings compared with the previous year. Following are items from this report as obtained for the New York *Times*:

"The report shows that the net operating revenue from rail operations for the whole country in November, 1913, was \$76,316,601, compared with \$90,785,820 in November, 1912. This was a loss of \$14,469,219 in operating revenue from rail operations during the thirty-day period as compared with the corresponding month a year ago.

"It shows that the bulk of this loss fell upon the railroads in the Eastern district, upon roads in 'official classification territory' north of the Ohio and Potomac Rivers and east of the Mississippi, that are now appealing for permission to make effective their proposed 5 per cent. increase in rates. The net operating revenue for roads from rail operations in the Eastern district in November, 1912, was \$25,627,722, as compared with \$35,297,227 in November, 1913. This was a loss of \$9,669,505.

"It shows that for the five months ended December 1, net operating revenue from

rail operations for the whole United States was \$427,462,916 in 1913, as compared with \$472,060,602 during the corresponding five-month period of the preceding year. This was a loss of \$44,597,686 for all the big roads of the country in five months this year, compared with 1912. If this is maintained until next June, it will mean a loss of over \$105,000,000 for the entire fiscal year 1914, as compared with the fiscal year 1913.

"It shows, again, that the bulk of this loss for the five-month period fell upon the roads of the Eastern district that are seeking the 5 per cent. increase in rates. The total operating revenue from rail operations for the Eastern district roads during the five months ended December 1 was \$167,738,067, compared with \$198,992,848 during the corresponding months of 1912. This was a loss of \$31,254,781. If maintained till June 30, the balance of the fiscal year, this would mean a loss of approximately \$75,000,000, compared with the fiscal year 1913."

THE NEW EXPRESS RATES

The day following the date of this issue of THE LITERARY DIGEST (that is, on February 1), the new express rates ordered by the Interstate Commerce Commission will go into effect. Much interest is felt throughout the country as to the reductions made, not only among those who are accustomed to send goods by express, but among students of economics, and especially among transportation companies. The new rates are in many instances in strong contrast with the old and invite study as to how they will work out in competition with parcel-post rates—those for small packages and those for large. Parcel-post rates will still remain lower for small packages, that is, those for packages of five pounds and less for short or for medium distances, and for packages weighing not more than twenty pounds and sent short distances. For long distances, however, and for heavy packages the new express rates fall below those of the parcel post. For example, they are lower than parcel-post rates when the packages weigh ten pounds and the distance is great; at twenty pounds the express rates are lower for most distances that exceed 150 miles. In *The Wall Street Journal* these details are pointed out.

It appears further that besides comparisons of rates, the shipper will be able to take into consideration other points in service rendered. Thus the express companies will call for and deliver shipments and will give limited insurance without extra charge, whereas the post-office will deliver but will not call for parcels; the post-office, moreover, imposes a special charge for insurance limited to \$50; and does not deliver packages sent C. O. D. Following is a table printed in the same newspaper, showing typical rates for five-, ten-, and twenty-pound packages under the old and new express charges, and in the last column the parcel-post rates:

Between	And	Lbs.	Old Exp.	New Exp.	P. Post
New York	Bangor, Me.....	5	\$0.50	\$0.27	\$0.23
		10	.60	.35	.43
		20	.75	.50	.83
New York	Concord, N. H....	5	.40	.25	.14
		10	.50	.30	.24
		20	.60	.41	.44
New York	Albany.....	5	.35	.24	.09
		10	.40	.28	.14
		20	.40	.36	.24
New York	Buffalo.....	5	.40	.26	.14
		10	.50	.33	.24
		20	.60	.46	.44
New York	Chicago.....	5	.60	.31	.32
		10	.75	.42	.62
		20	1.00	.64	1.22

Income Tax Certificates Not Required With Coupons

¶ Investors are finding relief from troublesome provisions of the Income Tax by purchasing bonds which are the obligations of *individuals*. Certificates need not be presented with the coupons on these investments, and the Normal Tax of 1% is not deducted at the source, except in cases where the annual interest from a single bond issue to the investor exceeds \$3,000.

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Your Income Tax Report

The Treasury Department has issued Form 1040, which all individuals subject to the income tax must fill out and file by March 1st, 1914.

Our Income Tax Department will be glad to assist you in preparing your own personal report, and will welcome the opportunity to answer any questions which may perplex you.

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5th Ave. & 43d St.

London Office,
33 Lombard St., E. C.

Between	And	Lbs.	Old Exp.	New Exp.	P. Post
New York	Denver.....	5	.80	.47	.51
		10	1.25	.75	1.01
		20	2.00	1.30	2.01
New York	San Francisco...	5	.80	.71	.60
		10	1.50	1.22	1.20
		20	2.85	2.24	2.40
New York	Dallas.....	5	.75	.45	.41
		10	1.15	.70	.81
		20	1.65	1.20	1.61
Chicago	Buffalo.....	5	.50	.28	.23
		10	.60	.36	.43
		20	.75	.52	.83
Chicago	Butte, Mont.	5	.80	.52	.41
		10	1.25	.83	.81
		20	2.00	1.47	1.61
Chicago	Burlington, Vt. ...	5	.70	.31	.32
		10	.90	.42	.62
		20	1.20	.65	1.22
Providence, R. I.	St. Louis.....	5	.65	.33	.41
		10	.80	.45	.81
		20	1.10	.71	1.61

The above express rates, as presented by the Commerce Commission, are subject to modification in some States, notably in the State of New York, where new schedules will be promulgated by the Public Service Commission, and it has been intimated that the intrastate New York rates will thus in general be made lower than those prescribed by the commission. The same paper adds:

"It will be seen that for the shorter distances the new express rates are above the parcel-post rates, the difference being greatest on the small package. Thus, between New York and Albany, the Government carries the five-pound package for less than half the new express rate, the ten-pound for exactly half, and the twenty-pound for two-thirds. Between New York and Buffalo these three parcel-post rates are again all less than the new express, but the differences are less. Between New York and Bangor the parcel post offers the lower rate on five pounds, and the express company on ten and twenty pounds. Over this route the express companies are compelled to carry twenty pounds for less than two-thirds the Government rate, and, in addition, to render more service. Between New York and Chicago all three rates quoted above are less via express, the twenty-pound rate being just over half the Government rate.

"While the parcel-post and express rates are made by different branches of the Federal Government, the Commerce Commission is required by the postal act to approve changes in rates and weights proposed by the Postmaster-General. There have been two such changes in the parcel-post rates since the original rates were fixed by statute. The Commerce Commission had knowledge of the parcel-post rates, existing and contemplated, when it enforced the new express rates, and it is safe to say that the commission and the Post-office Department followed the general plan of preserving the bulk of the small-package and short-haul business to the mails. Under the determined rates this is naturally the more profitable class of package transportation, because allowance is made for the relation of terminal cost to distance, and small packages, while bearing the higher rates per pound, can be assembled to move in large units, at least over the routes where business is heavy. The express companies have designedly been called upon to continue to handle the heavier packages for all distances, the heavy and medium weight packages over the longer hauls, and all but the lightest packages over the extremely long hauls."

Just what the effect of the new rates will be on the net earnings of express companies remains an interesting problem. Financiers, stockholders, and the managements of the companies are alike much concerned over the eventual outcome. A belief exists,

however, that owing to steps already taken to increase the business of the companies because of lower rate, in view also of the fact that many shippers have long wished to use the express companies instead of the fast freight lines, these lower rates will bring to the express companies a larger volume of business. All this, combined with efforts at more economical and scientific management, will, it is believed, in a measure, if not in considerable degree, enable the companies to maintain dividends—perhaps not their present dividends, which with most companies are large (10 and 12 per cent.), but smaller than still substantial ones. On these points the writer in the same paper says:

"On February 1, next, the practically level reduction of 16 per cent. of all interstate rate schedules will become effective. This reduction will have the effect, as estimated, of reducing the revenues of the express companies by \$27,000,000 or more. Just how the express companies will fare after this second reduction is in operation remains to be seen. There are some, and among them members of the Interstate Commerce Commission, who believe that the reduced interstate rates will enable the express companies to develop a considerable amount of new business and probably enough to offset the losses on rates.

"Whether this will prove to be so, express officials say, is problematical. The express companies have increased their soliciting forces during the past few months with a view to 'feeling out' this expected new business, but so far the companies have not received encouraging reports from their agents. The opinion is that the express companies will probably have to await results under the actual application of the reduced rates. Some express transportation experts believe that while the lower rates may be productive of some new business, it will be difficult to develop the same, and in the end it will likely prove insufficient to make up much of the loss suffered under the lower rates.

"Earnings of the express companies, so far reported to the end of September 30, substantially reflect a continuation of the conditions obtaining during the last six months of the 1913 operating year, with the exception that operating expenses began to give evidence of the retrenchment programs adopted by the several companies. October, according to preliminary figures, will not make a very good showing; November earnings, it is said, will be a little better probably than those of the preceding month, while December earnings will be helped materially by the holiday business done by the express companies; altho December this year will not compare favorably with December last year, as the volume of holiday business was considerably less.

"Under the continued expansion of the parcel-post service to 75 pounds and then to 100 pounds, as contemplated by the present Administration, it will be only a question of time, some express officials assert, before the express company business will be seriously crippled and perhaps forced to discontinue entirely. Already the express companies have been obliged to make considerable reductions in their operating staffs, and it is likely that additional reductions in all departments of operation will have to be made."

In another issue of the same paper it is declared that "several of the large companies could probably pay dissolution dividends to their stockholders exceeding the present market value of their shares."

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The Literary Digest

THE DECLINE IN BUILDING OPERATIONS

Just what the figures are for building operations in 1913, and how they compare with those for 1912, are made apparent in *Bradstreet's*. A table is printed showing the record of expenditures of leading cities from January, 1911, to December 31, 1913,—that is, covering a period of thirty-six months—the table showing the changes for each month of this period is as follows:

	1912	1911	Change, per cent.
January, 132 cities.....	\$41,411,871	\$48,555,636	d. 14.7
February, 134 cities.....	54,607,238	42,842,495	i. 27.4
March, 141 cities.....	78,588,240	80,470,184	d. 2.3
First quarter.....	\$174,607,349	\$171,868,315	i. 1.5
April, 140 cities.....	\$99,561,328	\$83,339,805	i. 19.4
May, 141 cities.....	93,105,947	79,960,920	i. 16.4
June, 140 cities.....	94,707,643	87,946,080	i. 7.6
Second quarter.....	\$287,374,918	\$251,246,805	i. 14.3
Six months.....	\$461,982,267	\$423,115,120	i. 9.1
July, 141 cities.....	\$85,720,991	\$78,407,023	i. 9.3
August, 142 cities.....	81,900,934	91,268,999	d. 10.2
September, 142 cities.....	67,921,024	72,225,168	d. 5.9
Third quarter.....	\$235,542,949	\$241,901,190	d. 2.6
Nine months.....	\$697,525,216	\$665,016,310	i. 4.8
October, 143 cities.....	\$72,275,680	\$66,746,617	i. 8.2
November, 141 cities.....	69,935,837	66,049,706	i. 5.8
December, 146 cities.....	73,370,322	54,315,166	i. 35.0
Fourth quarter.....	\$215,581,839	\$187,111,489	i. 15.2
Twelve months.....	\$913,107,055	\$852,127,799	i. 7.1

	1913	1912	
January, 145 cities.....	\$54,340,563	\$48,692,024	i. 11.6
February, 145 cities.....	61,141,275	51,494,295	i. 18.7
March, 146 cities.....	81,220,557	79,409,845	i. 2.2
First quarter.....	\$196,702,395	\$179,596,164	i. 9.5
April, 145 cities.....	\$96,918,246	\$103,189,722	d. 6.0
May, 146 cities.....	88,706,252	95,008,769	d. 6.6
June, 146 cities.....	80,859,953	96,958,920	d. 16.6
Second quarter.....	\$266,484,451	\$295,157,411	d. 9.7
Six months.....	\$463,186,846	\$474,753,575	d. 2.4
July, 145 cities.....	\$75,501,375	\$87,580,278	d. 13.7
August, 146 cities.....	63,720,880	83,462,183	d. 23.6
September, 143 cities.....	76,720,050	68,680,476	i. 11.7
Third quarter.....	\$215,942,305	\$239,722,937	d. 10.0
Nine months.....	\$679,129,151	\$714,476,512	d. 5.0
October, 144 cities.....	\$63,035,385	\$73,128,886	d. 13.8
November, 145 cities.....	50,405,703	71,176,911	d. 29.1
December, 146 cities.....	67,409,818	72,180,455	d. 6.6
Fourth quarter.....	\$180,847,906	\$216,486,252	d. 16.4
Twelve months.....	\$859,977,057	\$930,962,764	d. 7.6

The writer declares that "the key" to this large decrease is "largely found in the volume of building at New York." During the year 1913, the total amount of expenditures in Greater New York, except the Borough of Richmond, was \$153,700,817, which represents a decrease over 1912 of 29.5 per cent. Stated in dollars, this decline in New York was \$65,000,000, which represented 85 per cent. of the total decline for all the cities reported. Several large cities made gains last year over 1912. Conspicuous among them was Chicago, with a gain of 3.3 per cent.; Cleveland, 30.9 per cent.; Detroit, 16.9 per cent.; Newark, N. J., 39.7 per cent.; Philadelphia, 4.9 per cent.; Pittsburg, 40 per cent.; and San Francisco, 24.8 per cent. Besides New York with 29.5 per cent. decline, other cities reporting large declines are: Boston, 22.7 per cent.; Buffalo, 7.6 per cent.; Kansas City, Mo., 12.1 per cent.; Milwaukee, 11.4 per cent.; Minneapolis, 9.6 per cent.; Portland, Ore., 10.3 per cent.; and St. Louis, 36 per cent.

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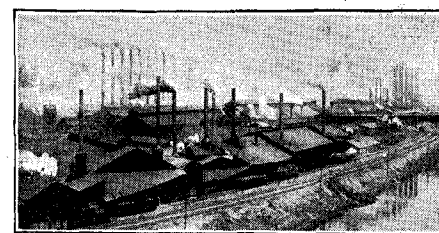
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EXCESSIVE LOANS ON INSURANCE POLICIES

New attention has recently been called to the steady increase in loans made by insurance companies to holders of life policies issued by them. It is estimated that \$500,000,000 in such loans is now outstanding. Among policy-holders the practice of obtaining these loans has been growing at an alarming rate. A notable increase set in during the years 1907 and 1908. Policy-holders in States on the Pacific Coast are declared to lead in the amount of their borrowings. Striking as are the figures themselves, it is perhaps even more startling to learn that, on an average, only 10 per cent. of the sums borrowed are ever repaid, and that thousands of beneficiaries under their life policies fail in consequence to get anything. The companies have endeavored to check the demand for loans by increasing the interest rates. Formerly the rate was commonly 5 per cent.; it is now 6, this rate having gone into effect on January 1 this year with two companies, and in February last with one other. Following are other items on this subject recently printed in the New York Evening Post:

"These mortgages on policies increased from 3 1/2 per cent. of reserves in 1888 to 16.03 per cent. in 1912, and probably reached 18 per cent. at the end of 1913. The total reserves in 1912 amounted to about three and one-half billion dollars. These figures are based on the United States business of American companies holding 93 per cent. of the total assets of the life-insurance companies of this country in 1911.

"Emphasis is placed on the ultimate loss of life-insurance protection to beneficiaries in a recent report made by the Association of Life Insurance Presidents: 'not over 10 per cent. of policy loans are ever repaid.' This means that \$503,212,500 of the policy loans in force December 31, 1912, will never be repaid. Therefore, if the policies encumbered by those loans are all carried to maturity, the beneficiaries, solely because of such loans, will be deprived of \$503,212,500 of insurance originally taken out for their protection. The magnitude of this loss of protection to dependents will be more fully appreciated when the fact is realized that the amount of it is in excess of the total amount of ordinary insurance that was in force in any single State in the Union on December 31, 1912, excepting the States of New York, Pennsylvania, Illinois, Ohio, and Massachusetts; that it is equal to one-half the insurance in force in Illinois, which ranks third in amount of insurance in force; nearly equals the combined amounts in force in California and Colorado, and exceeds the combined amounts in force in the ten States of Delaware, Florida, Idaho, Montana, Nevada, New Mexico, North Dakota, South Dakota, Utah, and Wyoming. This is not the maximum measure of the loss of protection to dependents. Many of the policies upon which loans have been effected will lapse as a direct result of the loans, and the entire amount of the insurance carried in the policies will be lost to beneficiaries."

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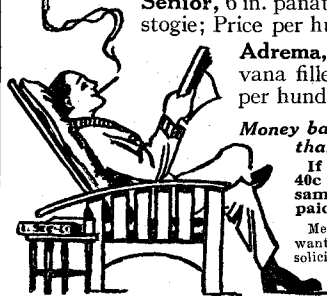
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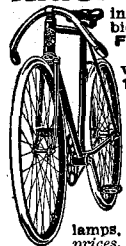
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bank failure thus far. The banks, however, according to a correspondent of the New York *Evening Post* writing from Oklahoma City, have already become perplexed over outcomes of the law. State banks thus far have paid into the guaranty fund more than \$2,000,000 in assessments, but soon the sum of \$800,000 will be wanted; warrants issued by the State banking board for the payment of obligations will be outstanding, and for their payment there is no money. Following are interesting points in the correspondent's letter:

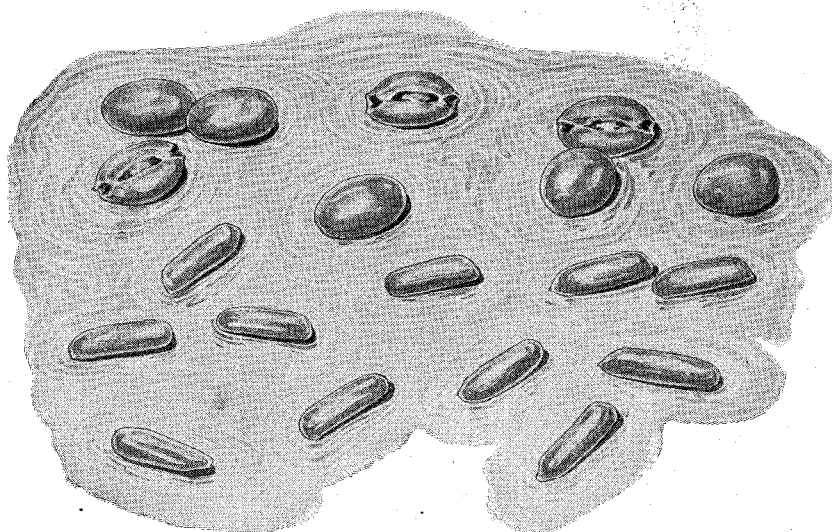
"The Oklahoma law as amended in 1913 provides for an annual assessment equal to not more than one-fifth of 1 per cent. of a bank's average daily deposits, but adds that the banking board at its discretion may levy an additional special assessment of one-fifth of 1 per cent. during the fiscal years ending June 30, 1914; June 30, 1915, and June 30, 1916. The banking board has called for the payment of an assessment of one-fifth of 1 per cent. on December 1; also for additional securities equal to 1 per cent. of the average deposits of each bank as shown for the year ending March 11, 1913, to cover a further issue of banking-board warrants in excess of the \$600,000 in warrants now outstanding.

"It is the aim of the Oklahoma board to create a guaranty fund equal to 2 per cent. of the average daily deposits of all the State banks over and above all certificates of indebtedness or other obligations chargeable against the fund. When the amount is in hand subsequent assessments shall be no greater than an amount sufficient to maintain the 2 per cent. When there are not sufficient funds to pay the depositors of failed banks or other indebtedness properly chargeable against the fund, the banking board issues certificates of indebtedness known as depositors' guaranty-fund warrants of the State of Oklahoma, which bear interest at the rate of 6 per cent. until paid.

"These warrants are a charge and first lien upon the guaranty fund when collected, as well as a first lien against the capital stock, surplus, and undivided profits of all the State banks to the extent of the liability of each bank to the guaranty fund.

"By limiting the annual assessment at not more than one-fifth of 1 per cent., it was intended that bankers should be able to know just what their maximum obligations would be each year. The limiting of the assessment, however, leaves other troubles uncared for. The obligations against the guaranty fund are increasing from month to month, and at some time will have to be paid, and there are debts from loans under the old law to banks in shaky condition. During the session of the last legislature there was discussion of the proposal to place the credit of the State behind the guaranty fund, the warrants issued by the board to be paid out of the general treasury, and the latter to be reimbursed whenever the money should be collected in assessments against the State banks.

"From the wreckage of closed banks the banking board has assets with a face value of more than \$2,500,000, but the greater part of them is known to be absolutely worthless, and the banking board would be lucky to sell all these assets for \$400,000, which would be about half the amount of the warrants that will soon be outstanding. In the last six months the board has been able to collect only \$87,354.81 from its 'dead' assets."



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Puffed Wheat-10¢
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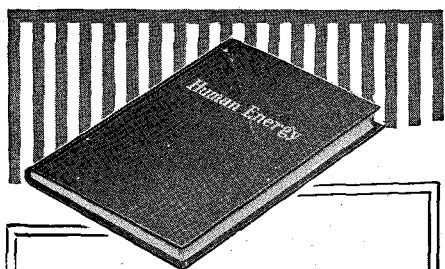
Serve in the morning with sugar and cream, or mix with any fruit. For supper, serve like crackers, floating in bowls of milk. Use like nuts in candy making or as garnish for ice cream. Serve in soup like wafers.

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PERSONAL GLIMPSES

(Continued from page 228)

frequently; just often enough to arouse but not satisfy their curiosity. I have never seen an instance of them coming any distance in reply to the call—a couple of hundred yards at most—and it does not appear to excite them to any great extent, so in this respect they are quite unlike the moose. Calling is not much resorted to, except when a stag has been frightened and has started to run, then a properly delivered grunt will occasionally cause him to stop and perhaps return to investigate. If the wind is the right direction and there are no does present, they sometimes come ridiculously near, so that shooting is really too easy to be interesting.

In advising the September season, as the best for those who are keen hunters and do not object to plenty of hard work—and caribou-stalking can be as full of hardships as any shooting I know of, owing to the extremely difficult walking—there is another reason, apart from the greater alertness of the animal, which should of itself be sufficient inducement for selecting this time of the year. It always seems a pity, if not worse, to kill any large animal which can not be used for food; not only is it a waste of life, but the primary incentive to hunting is the procuring of meat in such a way that the best sporting instinct shall be satisfied. To kill simply for the sake of a pair of horns is not altogether satisfactory to most of us. The horns are the trophy which appeal to our vanity; we like to show them to our friends, and they give us an excuse for telling how the animal was shot, and other—to ourselves, at least—interesting details of the

trip. But we do like to think the need of food in the wilds was part of the reason for the killing. It makes our comfortably elastic conscience more easy, so that we are pleased with ourselves. Of course, I know perfectly well we would not express this so bluntly before our friends, or even to ourselves, any more than we like to discuss the feeling of regret which so often comes when we see that we have really killed a large beast. Most of us have experienced that moment of remorse. Even guides, who all their lives have either hunted or been with hunters, have told me how they frequently would have given anything to bring the fallen animal back to life. When a caribou stag is shot either during (which is forbidden by law) or soon after the mating season, it is useless for food, as the flesh has such a pungent odor that none but those with the strongest of stomachs could touch it. The texture is almost like that of a sponge; the meat is feverish and so disgusting that even the sight of it is nauseating. The man who shoots these animals after the middle of October, and until the horns are dropt, must therefore not count on the stag as furnishing his supply of meat for camp use. This, of course, does not apply to the young stags, whose passions are not thoroughly developed.

Unsatisfied.—A Chicago poet printed some verses on Medicine Hat which so pleased the citizens of that place that they sent him a handsome headpiece. Now he's wondering if he can collect a suit by embalming in verse, Coatsville, Pa.; Vest, Ky., and Knickerbocker, Okla.—*Boston Transcript.*

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THE SPICE OF LIFE

One Sign.—"They tell me that woman is a gossip. Do you think she is reliable?"
 "I know that whatever she says goes."
 —*Baltimore American.*

Full Initiation.—FLORA—"I gave Jack the thirty-second degree last night."
 DORA—"Are you a Mason?"
 FLORA—"No; but that's the freezing-point, isn't it?"—*Judge.*

Encouragement.—A gang of laborers was employed digging a mysterious ditch across the street. It was a sewer or a place to put a gas-pipe, or something. One man in particular was working as if he were a chorus-man in a play, just going through the motions and pretending to dig a ditch. The foreman came along and spoke to him. "Don't be afraid," he said, with rich sarcasm. "Lean on th' shovel now an' thin. If it breaks I'll pay for it!"—*San Francisco Argonaut.*

Too Weak for Stone.—Senator Stone, of Missouri, is a lover of coffee, and unless it is both strong and good the waiter at restaurant or hotel soon hears from him. Recently he took a little trip to Baton Rouge and went into a restaurant for dinner. On raising his cup to his lips he made a wry face and then beckoned to the proprietor.

"What do you call this stuff?" he asked.

"Coffee," meekly replied the man, somewhat surprised.

"Coffee!" repeated Stone with scorn. "I could put a coffee-bean into my mouth, dive into the Mississippi River from the end of this street, swim 'way up to Vicksburg, and I'll guarantee that any one could bail up much better coffee than this over the entire route!"—*New York Tribune.*

He Understood.—In London they tell of a certain distinguished statesman who is an optimist on all points save marriage.

One afternoon this statesman was proceeding along a country road when he saw a cottager eating his supper alone in the road before his dwelling.

"Why, Henry," asked the statesman, "why are you eating out here alone?"

"Well, sir, er—" the man stammered, "the—er—chimney smokes."

"That's too bad," said the statesman, his philanthropic sentiments at once being aroused. "I'll have it fixed for you. Let's have a look at it."

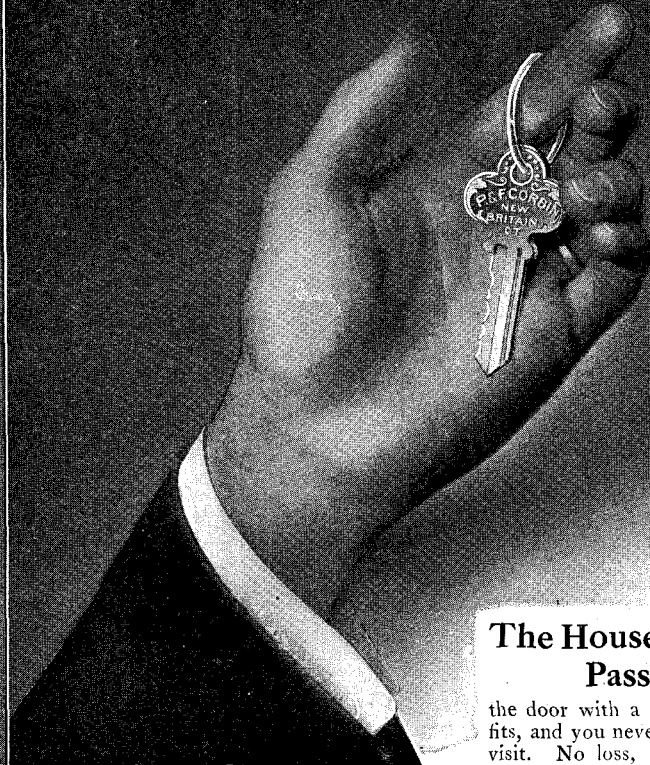
And before the cottager could stay him the statesman proceeded to enter the cottage. As soon as he had opened the door a broomstick fell upon his shoulders and a woman's voice shrieked:

"Back here again, are you, you old rascal! Clear out with you, or I'll—"

The statesman retired precipitately. The cottager sat in the road shaking his head in sorrow and embarrassment. The statesman bent over him, and laid his hand in kindly fashion on his arm.

"Never mind, Henry," said he, consolingly, "my chimney smokes sometimes, too."—*Harper's Magazine.*

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CURRENT EVENTS

Foreign

January 15.—The Duke of Connaught opens the Canadian Parliament, his speech from the throne foreshadowing a light legislative program.

Emperor William intervenes to prevent another crisis over the Zabern affair by ordering an investigation as to the validity of the decree which permitted the acquittal of the Zabern officers by court martial.

January 18.—The South African railway strikers decide to return to work.

The Kaiser bestows the Order of the Red Eagle of the Third Class on Colonel von Reuter, the officer responsible for "saber rule" at Zabern, Alsace, and who was recently upheld by court martial.

January 19.—The eruption of the volcano Sakura-Jima, in Japan, is renewed and 300 persons are buried alive by a falling cliff.

January 21.—Lord Strathcona and Mount Royal, High Commissioner for Canada, dies in London.

Domestic

WASHINGTON

January 16.—The so-called Kodak Trust, sued under the Sherman Antitrust Law, asks the Department of Justice for a peaceful settlement.

January 17.—The President nominates Col. William C. Gorgas to be Surgeon-General of the Army, with the rank of Brigadier-General.

January 18.—Seals illegally slaughtered in Bering Sea are said to represent a working capital of \$48,000,000. Eminent men accused of being involved in the slaughter are notified that they will have an opportunity to present their defense to the House committee in charge of the investigation.

January 19.—President Wilson's nomination of John Skelton Williams, Assistant Secretary of the Treasury, to be Controller of the Currency and *ex-officio* member of the Federal Reserve Bank Board, is confirmed by the Senate.

The Agricultural Bill, endowing an itinerant lecture service in State colleges, is passed in the House.

January 20.—The President reads his antitrust message to Congress.

January 22.—Attorney-General McReynolds decides not to proceed against W. H. Moyer, Warden of the Atlanta Federal Penitentiary, on charges made by Julian Hawthorne and others.

GENERAL

January 15.—Charles H. Moyer, president of the Western Federation of Miners, and thirty-seven other officials and members of the union are indicted by a Houghton (Mich.) grand jury on charges of conspiracy in the copper miners' strike.

The Wisconsin Compensation Act is reported to be proving economical, costing the State's employers about \$626,000 yearly for 6,600 accidents, equal to 88 per cent. of the industrial casualties.

January 17.—Roger C. Sullivan, Democratic leader in Chicago, formally announces his candidacy for the United States Senate.

The Bell Telephone Company announces that it will construct lines 3,400 miles long and connecting New York and San Francisco, to be completed in 1915.

January 19.—A strike of the employees of the Delaware & Hudson Railroad Company ends after a twenty-four-hour tie-up. The strikers' demands are granted.

January 18.—Fully \$500,000,000 has been lost to people of the United States in loans on insurance policies, pledged largely during panic years, according to an investigation made by life companies, which finds that only 10 per cent. of these loans are repaid.

Arrested by Mistake.—The negro teamster had been arrested for using his whip too freely on the public streets.

"You are charged with cruelty to animals," said the Judge. "How do you plead?"

"Why, Jedge," answered the prisoner, "I wa'n't crool to no animiles. Them beasts dat I wuz lickin' war mewls."—*Buffalo Express*.

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnall's New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"S," Newark, Ohio.—"Kindly tell me which of the following is correct: 'Mr. Smith writing from Zurich to a Newark friend,' or writing at Zurich or in Zurich."

All three are correct. The meanings differ but slightly.

"G. R. G.," Chillicothe, Ohio.—"Is it ever permissible to use *like* as a conjunction, as, for example, in the following sentences? 'It looks like I will have to remain.' 'He was injured like you were.'"

Like in both these sentences has been incorrectly used. In the first sentence, it has been substituted for "as if," and in the second for "as." *Like* is never correctly used as a conjunction.

"W. H. R.," Hull, Canada.—"Kindly give me information as to the term the 'Rowley Mile.'"

A horse-race at Newmarket, England. It is an important opening three-year-old event of which the stakes are two thousand guineas. The distance was formerly one mile and one yard, but is now one mile, eleven yards. The race is contested on "The Flat" and the *Rowley Mile* is so called from the fact of its having been a favorite race-ground with Charles II.—perhaps named from William Rowley (1585-1642), dramatist-actor and leading comedian in the Prince of Wales's company.

"V. F. A.," Lynchburg, Va.—"Kindly tell me whether *whomsoever* or *whosoever* is correct in the following sentence: 'The foregoing provisions shall be deemed covenants running with the land hereby conveyed in the hands of *whomsoever* may at any time hereafter be entitled to the same.'"

Whosoever is the correct pronoun to use, as it is the subject of the verb *may be entitled*.

"Q. D.," Vidalia, La.—"Kindly tell me whether the *i* in the word *lived* in the following sentence is long or short. 'I belong to a long-lived people.'"

The *i* in *lived* is long as in *kite*.

"A. K.," San Diego, Cal.—"Kindly tell me the correct derivation of the word 'Shyster.' It seems to me this should be German, as *Scheis-arch* or *scheis dir*."

"Shyster" is derived from the Anglo-Saxon word *sceðh*, shy, meaning "sly," "cunning."

"L. DeLa V.," Kingston, N. Y.—"Kindly tell me which of the following sentences is correct: 'The blue hat *sits* well on your head,' or 'The blue hat *sits* well on your head.'"

In the sentences that you ask about "sets" is not good English, but is tolerated in speech.

"R. A. T.," Cunningham, Wash.—(1) "Kindly write a sentence containing the word *as* used as a pronoun. (2) Illustrate the use of the following words as adverbs: *all*, *but*, *enough*, *till*, *full*. (3) Is it correct to say, 'I don't think he will come' and 'I don't suppose I shall go'?"

(1) The viceroy enlarged his resources from the revenues belonging to such ecclesiastics as resided in Rome.

(2) He hunted for it *all* over the house. We made *but* one trip. The house is large *enough* for all. *Till* is never used as an adverb. He knew *full* well what the result of his action would be.

(3) "I don't think" is a well-established English idiom. "I think he will not come" and "I suppose I shall not go," are approved, altho the first sounds somewhat stilted.

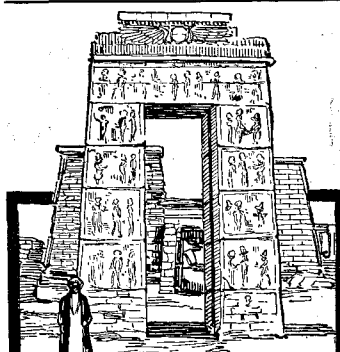
"W. V. T.," San Francisco, Cal.—"Am I right in placing the word *Junior* after my son's name when he has the same name as his uncle, i.e., my brother?"

THE NEW STANDARD says under *Junior*—distinguishing a son from a father, or sometimes any younger from an older man of the same name.

"H. W. T.," Boston, Mass.—"Which is the preferable usage in the following sentence: 'As to the Company's *entitlement* (title) to credit, we have received *disparaging* (depreciatory, detrimental, derogatory) information?'"

"As to the Company's *title* to credit, we have received *depreciatory* information" is correct.

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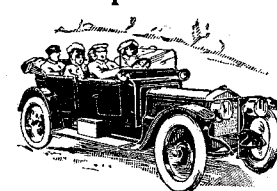
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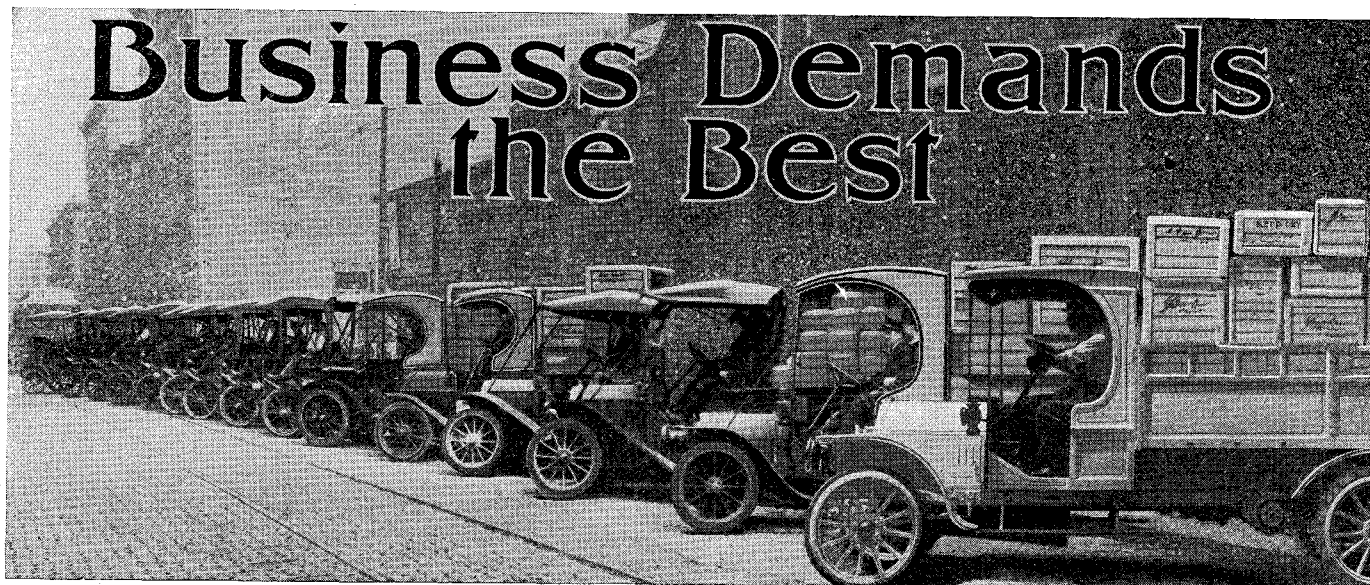
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